The Hong Kong Daily Press.

No. 7519 第七千五百壹十九號 光緒辛巳年十二月廿九日 HONGKONG, WEDNESDAY, JANUARY 18TH, 1882. 禮拜三 英一千八百八十二年正月十八號 香港 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

January 17, HOIHOW, British steamer, 895, T. Shaw, Canton 16th Jan., General.—BUTTERFIELD & SWIRE.
January 17, THALES, British steamer, 820, T. G. Pocock, Foochow 13th, Amoy 14th and Swatow 16th January, General.—DOUGLAS LAPRAIK & Co.
January 17, TILLIE BAKE, American bark, 719, J. H. Boynton, Newcastle, N.S.W. November 17th, Coal.—ARNHOLD, KARBERG & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
JANUARY 17TH.

Lorne, British steamer, for Amoy.
Hoihow, British steamer, for Shanghai.
Greyhound, British steamer, for Hoihow.
Yangtsze, British steamer, for Shanghai.

DEPARTURES.

January 17, EMUY, Spanish str., for Amoy.
January 17, HOIHOW, British steamer, for Shanghai.
January 17, HENRIK IBSON, Norwegian bark, for Chefoo.

PASSENGERS.

ARRIVED.

Per *Thales*, str., from Coast Ports.—Rev. F. K. Janor, Mr. and Mrs. Forrest, Mr. Inverarity, 2 Europeans deck, and 210 Chinese.

REPORTS.

The American bark *Tillie Bake* reports left Newcastle, N.S.W., on Nov. 17th, had light baffling winds to lat. 5 North, moderate trades to lat. 18; from thence N.E. by N. to North winds.

The British steamer *Thales* reports left Foochow on 13th Jan., had fresh N.E. monsoon and fine weather. Left Amoy on 14th same wind and weather. Left Swatow on 6th and from thence to port had light N. to N.E. winds and fine weather. In Foochow strs. *Eldorado*, *Taku* and *Ulysses*. In Amoy str. *Plaismeller*. In Swatow strs. *Glencoe*, *Europe*, *Pechili*, *Dale* and *Wenchow*.

FOOCHOW SHIPPING.

December— ARRIVALS.
31, Benlarig, British steamer, from Shanghai.
31, Kwangtung, British str., from Hongkong.
January—
1, Glenartney, British str., from Shanghai.
1, Achilles, British steamer, from Shanghai.
1, Chateaubriand, British bk., from Chefoo.
3, Taku, British steamer, from Shanghai.
5, Yung-ching, Chinese str., from Hongkong.
December— DEPARTURES.
31, Les-yih, British bark, for Shanghai.
31, Hue-san, Chinese steamer, for Shanghai.
January—
2, Iltis, German gunboat, for Amoy.
4, Kwangtung, British str., for Hongkong.
5, Glenartney, British steamer, for London.
5, Achilles, British steamer, for London.
5, Benlarig, British steamer, for New York.

AMOY SHIPPING.

January— ARRIVALS.
5, Sarpedon, British str., from Hongkong.
6, Manlieng Chiong, Chi. g-bt., from a cruise.
6, C. H. Kian, British str., from Hongkong.
6, Benlarig, British str., from Foochow.
6, Fokien, British steamer, from Tamsui.
6, Albay, British steamer, from Taiwanfoo.
6, Johann Carl, Ger. sch., from Taiwanfoo.
7, See-wo, British steamer, from Swatow.
8, F. Balaugh, Ger. 3-m. sch., from K'lung.
9, Esmeralda, Spanish str., from Hongkong.
9, E. v. Beaulieu, Ger. bark, from Chefoo.
9, Laertes, British steamer, from Hongkong.
9, Hailoong, British str., from Hongkong.
10, Thales, British steamer, from Hongkong.
11, Namoa, British steamer, from Foochow.
11, Radnorshire, British str., from Shanghai.
11, Keelung, British steamer, from Swatow.
January— DEPARTURES.
5, Iltis, German gunboat, for Formosa.
5, Europe, British steamer, for Shanghai.
5, Namoa, British steamer, for Foochow.
5, Kwangtung, British steamer, for Swatow.
5, Chinkiang, British steamer, for Shanghai.
5, Sarpedon, British steamer, for Shanghai.
6, Fokien, British steamer, for Swatow.
6, Albay, British steamer, for Hongkong.
7, Benlarig, British steamer, for New York.
7, See-wo, British steamer, for Shanghai.
7, Chloris, German bark, for Keelung.
7, Hermann, German brig, for Keelung.
7, Manlieng Chiong, Chi. g-bt., for K'lung.
8, Wells, German steamer, for Formosa.
8, Kvik, Norw. bark, for Samarang.
9, Laertes, British steamer, for Shanghai.
9, Esmeralda, Spanish steamer, for Manila.
10, Thales, British steamer, for Foochow.
10, C. H. Kian, British str., for Singapore.
10, Hailoong, British steamer, for Tamsui.
10, E. v. Beaulieu, German bark, for Takao.
11, Oscar Vidal, British bark, for Foochow.
11, Namoa, British steamer, for Swatow.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN AND MANILA.
(Per last Mail's Advice).

Mendoza	Manila	Nov.	25
Rosetta	Shanghai	Nov.	30

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Primus	Cardiff	Aug.	25
Fritz	Penarth	Aug.	29
Dorothea	Hamburg	Sept.	1
Margarethe	Cardiff	Sept.	5
Auguste	Cardiff	Sept.	7
Brazos	Cardiff	Sept.	13
Tebe	Trieste	Sept.	17
Endymion	London	Sept.	19
Bodild	Cuxhaven	Sept.	25
Importer	Cardiff	Sept.	27
Pauline	Cardiff	Sept.	30
Livingston	Hamburg	Nov.	2
Henry	Cardiff	Nov.	3
Coristine	Cardiff	Nov.	4
Rook Terrace	Newport	Nov.	5
Christal	Cardiff	Nov.	7
Trait d'Union	St. Malo	Nov.	7
Aydra	Elbe	Nov.	10
Brambletye	Cardiff	Nov.	12
Baikal	Antwerp	Nov.	13

AUCTION SALES TO-DAY.

J. M. ARMSTRONG,
The Spanish steamer "Joloano."
At Noon,
Household Furniture, &c.
At 2 P.M.

G. R. LAMMERT,
The British barque "Spirit of the Age."
At 11 A.M.

SUPPLIES FROM ENGLAND.

All descriptions of Goods are supplied at Co-operative Store Prices, for Cash, by

HENRY S. KING & CO.,
65, CORNHILL, LONDON,
Whose New Illustrated
CASH PRICE LIST
Will be sent Post Free on application, or Orders will be executed from any
CO-OPERATIVE STORE CATALOGUE.
The Goods supplied being of equal quality and the same price.

No Orders executed unless accompanied by a full remittance.
Aug. 20] [52] 1378

BANKS

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL .... £1,500,000.

RATES OF INTEREST ALLOWED
ON DEPOSITS.
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.
Oriental Bank Corporation,
Hongkong, 4th September, 1879. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ......5,000,000 of Dollars.
RESERVE FUND ....1,900,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—A. MCIVER, Esq.
Deputy Chairman—H. L. DALRYMPLE, Esq.
Hon. E. R. Belilios. Wm. Reiners, Esq.
H. de Courcy Forbes, Esq. F. D. Sassoon, Esq.
H. Hoppius, Esq. W. S. Young, Esq.
Hon. F. B. Johnson.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.,
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
91] Hongkong, 16th August, 1881.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated 7th and 18th March, 1848.

Recognised by the International Convention of 30th April, 1862.

CAPITAL FULLY PAID-UP .... £3,200,000.
RESERVE FUND .... £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES AND BRANCHES AT:
LONDON, BOMBAY, SAN FRANCISCO,
MARSEILLES, CALCUTTA, HONGKONG,
LYONS, SHANGHAI, HANKOW,
NANTES, MELBOURNE, FOOCHOW,
BOURBON, SYDNEY, YOKOHAMA.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.
Messrs. C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the world, and transacts every description of Banking Exchange Business.

C. GAUTHIER,
Agent, Hongkong.
12th April, 1881. [10

TO BE LET.

TO LET.
ROOMS on Second and Third Floors "BEACONSFIELD ARCADE," suitable for Bedrooms or Offices. Also ROOMS on the Ground Floor for Shops. Gentlemen Engaging Rooms in the premises can make arrangements for boarding at the Hongkong Hotel. Rent moderate.
Apply to
HING KEE,
Commissariat Buildings or Hongkong Hotel.
Hongkong, 8th January, 1881. [1y102

TO LET.
THE PREMISES Nos. 45 and 47 QUEEN'S ROAD CENTRAL, lately in occupation of Messrs. DRISCOLL & Co. and E. CASSUMBHOY, adjoining Messrs. MACEWEN, FRICKEL & Co.'s.
Immediate Possession.
Apply to
LINSTEAD & DAVIS.
Hongkong, 1st November, 1881. [36

TO LET.
HOUSES and GODOWNS, Nos. 15 and 15A Praya Central, at present in the occupation of Messrs. CARLOWITZ & Co. Possession on 1st May next.
Apply to "H. T." care of office of this paper.
Hongkong, 13th December, 1881. [39

TO LET.
ROOMS in CLUB CHAMBERS. Possession from 1st October next.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 10th September, 1881. [37

TO LET.
NO. 4, OLD BAILEY STREET.
No. 8, HOLLYWOOD ROAD.
No. 4, SEYMOUR TERRACE.
No. 7, PEDDAR'S HILL.
"KURRAJEEN," No. 10 ALBANY ROAD.
OFFICES, in No. 13, QUEEN'S ROAD CENTRAL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 5th January, 1882. [95

TO BE LET.
GODOWNS at Wanchi } WATERFRONTAGE.
do. at West Point }
A DETACHED HOUSE on Robinson Road.
Apply to
LINSTEAD & DAVIS.
Hongkong, 19th December, 1881. [38

TO BE LET.
THE DWELLING HOUSE, No. 7, MOSQUE TERRACE. Possession on 1st February next.
Apply to
LINSTEAD & DAVIS.
Hongkong, 2nd January, 1882. [61

HONGKONG WHARF & GODOWNS.
Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [924

TO LET.
GODOWNS and STORAGE, Central, Waterside, with new landing stage.
Also, 6 Small GRANITE GODOWNS at Basement of Temperance Hall.
SHARP, TOLLER, AND JOHNSON.
Hongkong, 16th September, 1881. [35

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [27

JOHN BAZLEY WHITE & BROTHER'S
PORTLAND CEMENT.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 14th December, 1881. [2020

NOTICES OF FIRMS.

NOTICE.
THE INTEREST and RESPONSIBILITY of Mr. J. W. DANIELSEN in our Firm CEASED on the 31st December, 1881.
H. A. PETERSEN & Co.
Amoy, 10th January, 1882. [166

NOTICE.
I HAVE this day closed the Branch Office of our Firm at this Port.
MITSUI BUSSAN KAISHA,
S. MASUDA,
Agent.
Hongkong, 31st December, 1881. [88

NOTICE.
I have authorised Mr. JACOB BENJAMIN ELIAS to sign my name per procuration from this date.
E. R. BELILIOS.
Hongkong, 2nd January, 1882. [69

NOTICE.
WE have this day changed the style of our firm to
THOMAS, ROWE AND SMITH,
the business remaining in all respects as heretofore.
THOMAS & MERCER.
Canton, 1st January, 1882. [71

UNION INSURANCE SOCIETY OF CANTON.
NOTICE.
FROM this date and during the absence of the undersigned, Mr. DOUGLAS JONES will act as Secretary of the Society.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 5th January, 1882. [102

NOTICE.
THE Undersigned beg to notify that their interest in the MAN HING SHOP for the Sale of Matting and General Merchandise at Canton, established some years ago by their late Father, has Ceased, they having, by mutual consent, withdrawn and Sold their Shares in the Stock-in-Trade, Furnitures, &c., of the said shop to their eldest brother, NG SHUI FUN, who will in future carry on the Business on his own account.
The Undersigned therefore will not be Responsible for any Debts Contracted in the future in connection with the Firm.
NG SHUI FONG.
NG SHUI CHEONG.
NG SHUI KAU.
NG SHUI HO.
Canton, 22nd December, 1881. [2065

DOCTOR A. RICARD
MEDICAL PRACTITIONER,
SAIGON,
COCHIN-CHINA. [87

NOTICE.
MR. WILHELM DETMERS has been admitted a Partner in our firm from the 1st instant.
RADECKER & Co.
Hongkong, 3rd January, 1882. [74

NOTICE.
MR. MAX PAQUIN is hereby authorized to sign our firm by procuration.
CARLOWITZ & Co.
Hongkong, 1st January, 1882. [75

NOTICE.
MR. FREDERICK DEBLOIS BUSH is admitted a Partner in our Firm from this date, and Mr. GEORGE B. WHEELER is authorized to sign our name.
RUSSELL & Co.
China, 1st January, 1882. [101

NOTICE.
THE interest and responsibility of Mr. CARL KREBS in our firm ceased on the 31st December, 1880.
Mr. CARL JANTZEN and Mr. ST. C. MICHAELSEN are authorised to sign our firm from To-day.
MELCHERS & Co. [73
Hongkong, Shanghai, } 1st January, 1882.

NOTICE.
WE have This Day CLOSED the BRANCH of our FIRM at Yokohama.
REISS & Co.
Shanghai, Hongkong,
25th November, 1881. [2074

NOTICE.
THE INTEREST and RESPONSIBILITY of Mr. W. KERFOOT HUGHES in our Firm CEASED on the 31st December last.
The BUSINESS will be carried on, under the same Style, by Mr. WILLIAM LEGGE and Mr. EDWARD JONES HUGHES.
HUGHES & LEGGE.
Hongkong, 16th January, 1882. [164

NOTICE.
MR. ALEXANDER PALMER McEWEN is admitted a PARTNER in our Firm.
HOLLIDAY, WISE & Co.
Hongkong, 1st January, 1882. [165

NOTICE is hereby given, that the Partnership existing between Mr. EMIL VOGEL and Mr. H. KIRCHHOFF under the Firm of VOGEL & Co., has been dissolved on the 11th inst., by mutual consent.
Each of the partners will attend to the Liquidation.
EMIL VOGEL.
Hongkong, 17th January, 1882. [173

NOTICE.
I HAVE this day established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT, under the Style and Firm of
EDUARD VOGEL.
CARL ED. VOGEL.
Hongkong, 18th January, 1882. [172

INTIMATIONS.

T. ALGAR AND COMPANY,
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
8, QUEEN'S ROAD EAST. [29

NOTICE.
BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.
Bookbinding in every Style by Competent Workmen on the Premises.
Music bound in Elegant Bindings.
Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.
QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.
"DAILY PRESS" OFFICE,
HONGKONG.

NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1881.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1882.

AUCTIONS.

PUBLIC AUCTION.
THE Undersigned has received instructions from S. MASUDA, Esq., to sell by Public Auction, on
TO-DAY,
the 18th January, 1882, at 2 P.M., at his Residence, No. 7, Peddar's Hill.
THE WHOLE OF THE
HOUSEHOLD AND OFFICE FURNITURE, &c.,
comprising:—
Cretonne Covered Drawing Room Suite, Centre Table, Glass Book Case, Chimney Glass, Engraving and Pictures, Extension Dining Table, Sideboard, Whatnots, Dinner, Dessert, and Tea Sets, Glass and Plated Ware, Double and Single Iron Bedsteads, Wardrobes, Chest of Drawers, Toilet Table and Washstands.
Office Desks, Copying Press, Paper Press and Shelves, and Clock.
One Chubb's IRON SAFE.
One Double Barrelled Central Fire Breech Loading Fowling Piece, in Leather Case.
One Saloon Rifle.
&c., &c., &c.
Catalogues will be issued and the whole to be on view on and after Tuesday, the 17th instant.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 12th January, 1882. [142

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
TO-DAY,
the 18th January, 1882, at 11 o'clock A.M., on Board,—
THE BRITISH BARQUE
"SPIRIT OF THE AGE,"
of 347 Tons Register, or 8,500 Piculs carrying Capacity, built of English OAK and TEAK, Copper-fastened throughout, remetalled in February 1880; MASTS and SPARS nearly all new and general outfit in good condition; with all her TACKLE and APPURTENANCES, as she now lies in this Harbour.
For Particulars apply to the AUCTIONEER.
TERMS OF SALE.—One third of the Purchase Money to be paid on the fall of the hammer, and the rest on completion of Transfer. The Vessel to be at Purchaser's risk immediately after being knocked down.
G. R. LAMMERT,
Auctioneer.
Hongkong, 5th January, 1882. [93

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
TO-DAY,
the 18th January, 1882, at NOON, at his Sales Rooms, Queen's Road,
The Spanish Steamer
"J LOANO,"
of 654 tons Register, length 65.78 metres, width 8.58 metres, depth 6.24 metres, 135 Horse Power, consumption of Coal 12 tons per day. Capacity of Coal Bunkers 120 tons; with all her Tackle and Appurtenances, as she now lies in the harbour off Yow-ma-tee.
For further Particulars, apply to the undersigned.
TERMS OF SALE.—One third of Purchase money to be paid on the fall of the hammer, and the rest on completion of Transfer.
The Vessel to be at Purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 13th January, 1882. [147

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 6th February, 1882, at 11 A.M., at his Sales Room, Zetland Street,
(for account of whom it may concern)
The Wreck and Cargo of the German Steamship "QUINTA" as she now lies in the Bay of Tinhosa, Coast of Hainan.
The Hull and Inventory will be sold in one lot.
And
All the Cargo that may be still on board in another lot.
TERMS OF SALE.—Cash on the fall of the hammer. The Wreck and Cargo to be at Purchasers' risk with all faults and errors of description on the fall of the hammer.
F. RAPP,
Auctioneer.
Hongkong, 16th January, 1882. [162

AFONG,
PHOTOGRAPHER,
By Appointment to H.E. Sir ARTHUR KENNEDY, H.E. Admiral RYDER, and H.I.H. The GRAND DUKE ALEXIS OF RUSSIA, having returned from his tour to Peking and the Northern Ports, has now the satisfaction to offer a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire. A Panorama of HOIHOW, and VIEWS of the surrounding country, including KIUNGCHOW, have recently been added to the above.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
D. K. GRIFFITH holds authority to SIGN.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [59

CHINA OVERLAND TRADE REPORT,
the
COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.
The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c. &c.

"JAPAN GAZETTE,"
YOKOHAMA.
HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

CHINA SUGAR REFINING COMPANY, LIMITED.
DEBENTURE LOAN FOR $300,000.
COUPONS for INTEREST falling due on 31st December, 1881, will be Paid on Presentation, at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, on and after that date.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 31st December, 1881. [2124

SUN SHING,
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.
NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.
SUN SHING.
Hongkong, 1st May, 1881. [758

INTIMATIONS.

NOTICE TO MARINERS.
NOTICE is hereby given that the IRON NUN BUOY, painted in RED and WHITE HORIZONTAL STRIPES, now marking the BROWN ROCK REEF, will, on the 24th December, be shifted from its present position to one S.E. of the Reef.
A subsequent notice will be published when the Buoy is moored, giving the exact position.
W. B. RUSSELL,
Acting Commissioner of Customs.
Custom House,
Amoy, 14th December, 1881. [48

"LEONHARDI QUELLE,"
NATURAL GERMAN SELTZER WATER,
Bottled at the Seltzer-Spring near Gross Karben, in Cases of 8 Dozen Pints, $8 per Case.
PUSTAU & Co.,
Sole Agents, German Waterwork Company.
Hongkong, 14th November, 1881. [1857

RECENTLY RECEIVED.
CASHMERE SHAWLS;
CASHMERE GOLD THREAD EMBROIDERY,
&c., &c., &c.
TO BE SOLD CHEAP.
RUSTOMJEE SORABJEE,
4, Graham Street.
Hongkong, 20th December, 1881. [2053

NOTICE.
THE Undersigned have been appointed SOLE AGENTS for the Sale of their Goods by Messrs. KYNOCH & Co., of WITTON, near BIRMINGHAM.
MEYER & Co.
Hongkong, 15th August, 1881. [1355

NOTICE OF REMOVAL.
A. MILLAR & CO.,
PLUMBERS, GASFITTERS, &c., &c.,
have REMOVED their Office and Ware-room to No. 8, "BEACONSFIELD ARCADE," where Orders for Fittings and Repairs will be punctually attended to. [1

WATERBURY CLOCK COMPANY,
WATERBURY, CONN. U.S.
PUSTAU & Co.,
Sole Agents.
Hongkong, 26th November, 1881. [1925

JOSEPH GILLOTT'S
STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers. [226

C. L. THEVENIN,
COMMISSION AGENT,
WINE AND SPIRIT MERCHANT,
CHAMPAGNE, BURGUNDIES,
COGNACS, SHERRIES, WHISKY, &c., &c.
FRENCH BOOTS AND SHOES FOR LADIES AND GENTLEMEN.
HONGKONG HOTEL BUILDING.

NOW ON SALE.
THE HOUSEHOLD COMPANION
AND
STUDENT'S FIRST ASSISTANCE.
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE:—
In Paper Wrapper $1.50
Neatly Bound $2.00
Apply at the *Daily Press* Office.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
STEAMSHIP "TAKASAGO MARU," FROM KOBE AND YOKOHAMA.
CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge or remaining on board after TO-DAY, the 17th January, 1882, will be landed and stored at Consignees' expense and risk.
No Fire Insurance will be effected.
H. J. H. TRIPP,
Mitsu Bishi Mail Steamship Co.
Hongkong, 17th January, 1882. [169

UNION LINE.
NOTICE TO CONSIGNEES.
FROM LONDON, PENANG, AND SINGAPORE.
THE Steamship
"OXFORDSHIRE,"
Captain Jones, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, having first signed the Average Bond, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
Optional Cargo will be forwarded on to Yokohama unless notice to the contrary be given before TWELVE O'CLOCK, MONDAY, the 16th instant.
All claims against the steamer must be presented to the undersigned on or before the 24th instant, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, 16th January, 1882. [154

NOTICE TO CONSIGNEES.
GERMAN BARK "ADOLPH," FROM HAMBURG.
CONSIGNEES of Cargo by the abovenamed vessel are requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods.
Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 16th January, 1882. [160

NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
EX "ANADYR."
H / AH / J } (in cross) No. 17, 1 Case Hats, Order, from London.
EX "OXUS."
H / A J / H } (in cross) Nos. 16, 19, 2 Cases Merchandise, Order, from London.
HS, Nos. 7810/19, 10 Cases Couleurs, Order, from Marseilles.
HS, Nos. 7820/34, 15 Cases Couleurs, Order, from Marseilles.
EX "YANGTSE."
CR, No. 9, 1 Case, Order, from Marseilles.
EX "AMAZONE."
R & HM HJ N L (in diamond) Nos. 8/9, 2 Cases Merchandise, Order, from London.
H-S, Nos. 7445/57, 13 Cases Dyes, Order, from Marseilles.
G. DE CHAMPEAUX,
Agent.
Hongkong, 5th January, 1882.

INTIMATIONS.

FOR ONE WEEK ONLY.
IN ORDER TO CLOSE THE CONSIGNMENT.
KELLY AND WALSH
OFFER THE BALANCE OF THEIR STOCK OF
ELECTRO PLATED WARE
At a Reduction of
20 PER CENT
The Goods Comprise a TEA and COFFEE SET, TETE-A-TETE SETS, TEA URNS, TOILET SET, CAKE and FLOWER BASKETS, VASES, CARD RECEIVERS, SALVERS, ICE PITCHERS, BUTTER DISHES, SOUP TUREENS, CRUETS, CANDLESTICKS, NAPKIN RINGS, and a variety of KNICK-KNACKS, all of the Newest Pattern and of the best workmanship.

JUST RECEIVED.
LAWN TENNIS SETS.
LAWN TENNIS BATS.
LAWN TENNIS, Cloth Covered Regulation BALLS.
LAWN TENNIS RULES.

TO ARTISTS AND ARCHITECTS.
KELLY & WALSH call attention to a novel invention for keeping Drawings and Plans. It consists of a Portfolio measuring 4 feet 6 inches by 3 feet, made of the best Morocco, with Flaps and Patent Lock, standing on an oak frame fitted with brass joints.
KELLY & WALSH, HONGKONG. [161

LANE, CRAWFORD & Co.
NEW YEAR, 1882.
LANE, CRAWFORD & Co. have now a new and large STOCK in the following Departments, viz:—
HOUSEHOLD STORES.
CROSSE & BLACKWELL and MOIR's Huntley & Palmer's and American Biscuits and Cracknels, Scotch Oat Cakes, Mackenzie's Albert Biscuits; New Muscatel Raisins and Jordan Almonds Elvas Plums Dessert Fruit in Syrups, Noyeau and Brandy; Stilton, Gorgonzola, Pineapple and Albert Cheese; New Cosaques and Confectionery.
BRANDIES:—Courvoisiers, Exshaw's, and Hennessy's.
WHISKIES:—Bourbon, Bullock Lades, Kinahan's L. L. and C. & Co.'s Special Blend, Red Heart Rum, Square Face and Old Tom.
CHAMPAGNE:—Kohostamm, Ruinart.
CLARET:—Medoc, Haut Talence, Larose.
Hunt's Port, L. C. & Co.'s "R." Port, Sparkling Moselle and Hock, Chartreuse, Curacoa, Maraschino, Noyeau, and Angostura, Bokers, and Orange Bitters.
STATIONERY:—For Office use—Fancy Note Paper and Correspondence Cards, Letts's Diaries, Memo. and Account Books, Office Sundries.
OUTFITTING DEPARTMENT:—Gentlemen's Hosiery in Medium and Stout Merino, Scotch Wool and Cashmere; Shirts in French Print, White Oxford, and Long Cloth; Scarves, Ties, Collars, and Handkerchiefs; Fownes Chevrette and Cape, Driving Gloves; Braces.
Umbrellas, Travelling Rugs and Caps, Felt and Cork Hats in new shapes; Whitney and American Blankets; Overland, Steel, and Ladies Dress Trunks, Portmanteaux, Valises, Boot Cases, Hand Bags, &c.
HORSE GEAR:—Race Saddles, Spurs, Stirrups, Clothing, Bridles, Harness, Whips, &c.
Tennis Sets and Balls, Tennis Bats in Single, Double, and Triple Gut, by Feltham, Jefferies, and Ayres.
Flower and Vegetable Seeds.
Tobaccos:—Cope's Golden Cloud, Turkish Mixture, and Birdseye; Pace's Golden Bars.
The REVISED TESTAMENT, handsomely bound.
New Novels and Annuals.
Hongkong, 12th January, 1882. [137

NOTICE.
THE HEAD OFFICE of the CHINESE INSURANCE COMPANY, LIMITED is this day removed to No. 1, Queen's Road.
J. BRADLEE SMITH,
Secretary.
Hongkong, 17th January, 1882. [170

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE THIRTY-FIRST ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 52, Queen's Road, on THURSDAY, the 26th January instant, at THREE O'CLOCK in the Afternoon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and electing Auditors.
By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.
Hongkong, 5th January, 1882. [89

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE.
THE TRANSFER BOOKS of the Company will be closed from the 13th to the 26th instant, inclusive.
By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.
Hongkong, 5th January, 1882. [90

THE HONGKONG HOTEL COMPANY LIMITED.
NOTICE TO SHAREHOLDERS.
THE Ordinary Half-Yearly MEETING of SHAREHOLDERS will be held at the HONGKONG HOTEL on THURSDAY, the 26th Instant, at 3 O'CLOCK in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts and declaring a Dividend.
By Order of the Board of Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, 7th January, 1882. [112

HONGKONG HOTEL COMPANY, LIMITED.
THE Transfer BOOKS of the Company will be CLOSED from the 13th to the 26th Instant, both days inclusive.
By Order of the Board of Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, 7th January, 1882. [113

THE TOURIST'S GUIDE
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

"CLEANSE THE BLOOD."
OLD DR. JACOB TOWNSEND'S SARSAPARILLA.
TO THOSE WHO SUFFER FROM CHANGE OF CLIMATE OR OTHERWISE.—Old Doctor JACOB TOWNSEND'S SARSAPARILLA is an effective and pleasant Remedy for all Blood and Skin Diseases, Gout, Pimples, Eruptions, and those Disorders attending residence in tropical climates.
CAUTION.—Get the Red and Blue Wrapper, with the Doctor's Head in the centre. No other genuine. In bottles, 2s. 6d., 4s. 6d., & 11s.
"OLD DR. JACOB TOWNSEND'S" SARSAPARILLA PILLS.
All those suffering from BILIOUSNESS, SICK HEADACHE, INDIGESTION, and LIVER COMPLAINTS will find the use of these SARSAPARILLA PILLS keep them in health, and impart tone and vigour to the constitution. In boxes, 1s. 1½d., 2s. 9d., and 4s. 6d.
CHIEF DEPOT—DEAN, STEEL & Co., 131, Fleet Street, London.
Agents in Hongkong—A. S. WATSON & Co.

INTIMATIONS.

CITY HALL.
SATURDAY, JANUARY 21ST.
LAST PERFORMANCE
AND
FAREWELL BENEFIT
TO
MISS A. BERESFORD
AND
P. W. WILLARD.

GRAND BILL OF AMUSEMENTS.
First Time of Willard's
CHRISTY MINSTRELS
Bones .... Mr. P. W. Willard.
Tambo .... Mr. Squash.
Interlocutor .... Mr. Russell.

PART I.
OVERTURE BY THE COMPANY.
Opening Chorus (Masaniello)...Company.
Ballad .... Miss C. Carlton.
Dust in the Gloaming ...... } Misses Beresford & Vernie.
Comic Refrain .... Mr. Squash.
Pathetic Ballad .... Miss Campbell.
My Pretty Red Rose .... Miss A. Beresford.
Meet me in the Clock (Comic)...Mr. P. W. Willard.
Duet .... } Misses Beresford & Campbell.
Laughing Nigger (Comic)...Mr. Canebrake.
Come where the Moonbeams Linger (Quartette) .... } Misses Beresford, Vernie, Carlton, and Campbell.
FINALE AND GALOP, BY THE COMPANY.

PART II.
Violin Solo .... Mr. Canebrake.

MR. PEMBERTON W. WILLARD'S IMPERSONATION OF A PLANTATION NEGRO
AND HIS
GREAT BONE SOLO

MISSES VERNIE, LYLE, AND CARLTON
In a New
MUSICAL MELANGE

The Fair and the Funny Beneficiaries
MISS BERESFORD AND MR. WILLARD
AND MISS VERNIE
In the Love and Garden Scene from the
HUNCHBACK
Modus .... Mr. P. W. Willard.
Helen .... Miss A. Beresford.
Julia .... Miss A. Vernie.

OPERATIC SCENA
MISSES BERESFORD AND CAMPBELL.

MR. WILLARD'S
Terpsichorean and Character Sketches.

SCREAMING FARCE
UP FOR THE RACES
CHARACTERS BY THE COMPANY.

POSITIVELY LAST PERFORMANCE IN HONGKONG.

GIGANTIC PROGRAMME
THIS NIGHT ONLY.

Dress Circle and Stalls, $2; Pit, $1.
Soldiers and Sailors in uniform half price to pit.
Doors open at 8.30, commence at 9.
Plan and Reserved seats at KELLY & WALSH'S.
Hongkong, 18th January, 1882. [178

FOR YOKOHAMA AND SAN FRANCISCO.
THE 100 A 1 British Steamship
"SUEZ,"
Captain Dodd, will be despatched for the above Ports TO-DAY, the 18th inst., at THREE P.M.
Superior Accommodation for First Class Passengers.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 17th January, 1882. [173

FOR LONDON VIA SUEZ CANAL.
THE Steamship
"GLENCOE,"
Captain W. A. Gulland, will be despatched for the above Port TO-DAY, the 18th instant, at FIVE P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 18th January, 1882. [177

FOR LONDON VIA SUEZ CANAL.
THE Steamship
"GLENEARN"
Captain W. E. Duke, will be despatched for the above Port on or about the 25th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 18th January, 1882. [174

FOR AMOY.
THE Steamship
"ESMERALDA,"
Captain Talbot, will be despatched for the above Port on FRIDAY, the 20th instant, at NOON.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 18th January, 1882. [175

UNION LINE.
FOR SHANGHAI.
THE Steamship
"ESCAMBIA,"
Captain Purvis, due on or about the 24th inst., will have quick despatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 18th January, 1882. [176

FOR SALE.
THE Annamese steamers "LI TAI" and "SHUN TIP," now lying in Hongkong.
The "LI TAI" is 260 feet in length, with 32 feet beam and 31 feet depth; has three decks, iron built; three Masts, with Sails, Awnings, Blocks, Rigging and Running Gear complete; Anchors and Chains and four Boats. Carrying capacity 58,000 piculs; Horse-power, 150; Coal consumption, 12 tons per 24 hours; new Boilers.
The "SHUN TIP'S" dimensions are:—Length, 145 feet; breadth, 21 feet; depth 13 feet. She has two decks, wooden; two Masts, with Sails, Awnings, Boats and everything complete. Carrying capacity 4,800 piculs; Horse-power, 60; Coal consumption, 5 tons; new Boiler.
For further Particulars, apply to
SHUN WO YUEN HONG,
Bonham Strand,
or
EÇA DA SILVA & Co.,
Queen's Road.
Hongkong, 16th January, 1882. [163

NOTICE.

ADVERTISEMENTS

for insertion in

THE CHRONICLE AND DIRECTORY

for 1882

can be received at this Office up to the 20th January.

DAILY PRESS" Office,
Hongkong, 17th December, 1881.

IN THE PRESS.

THE CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, PHILIPPINES, STRAITS SETTLEMENTS, &c., &c.

FOR THE YEAR 1882.

THE TWENTIETH YEAR OF PUBLICATION.

THE CHRONICLE has been considerably EXTENDED, and will contain, among other additions, the new AMERICAN, RUSSIAN and GERMAN TREATIES with CHINA, the SPANISH TREATY with ANNAM, and the 1881 ORDER in COUNCIL for the SUPREME COURT of CHINA and JAPAN.

THE DIRECTORY Proper has had the ports of MALACCA, PENANG, CHUNGKING, and VLADIVOSTOCK added.

THE MAPS and PLANS have been increased by the addition of Plans of YOKOHAMA and SINGAPORE.

THE ALPHABETICAL LIST OF FOREIGN RESIDENTS will be increased by upwards of 1,100 names and will give reference to nearly

3,000 NEW RESIDENTS.

ORDERS should be sent in to the Publishers Daily Press Office, Hongkong, or to the undermentioned Agents:—

MACAO	Messrs. A. A. de Mello & Co.
SWATOW	Messrs. Campbell & Co.
AMOY	Messrs. Wilson, Nicholls & Co.
FORMOSA	Messrs. Wilson, Nicholls & Co.
FOOCHOW	Messrs. Hedge & Co.
NINGPO	Messrs. Kelly & Walsh, S'ghai.
SHANGHAI	Messrs. Hall & Holtz.
SHANGHAI	Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS	Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI	The C. and J. Trading Co.
HIOGO, OSAKA	The C. and J. Trading Co.
YOKOHAMA	Japan Gazette Office.
MANILA	Messrs. Viuda de Loyzaga & Co.
SAIGON	Mr. Crettier.
SINGAPORE	Messrs. Sayle & Co.
BANGKOK	Messrs. A. Bjurling & Co.
LONDON	Mr. F. Algar, Clement's Lane.
LONDON	Messrs. Geo. Street & Co.
LONDON	Messrs. Bates, Hendy & Co.
SAN FRANCISCO	Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK	Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 12th January, 1882.

JOHN BRINSMEAD & SONS' recently patented SOSTENENTE PIANOS with the new Iron Frame, made expressly for China, have gained the HIGHEST DISTINCTIONS (including the LEGION OF HONOUR and numerous GOLD MEDALS) at all the principal International Exhibitions. Every piano is guaranteed for five years. Illustrated lists free. 18, 20, Wigmore Street, and the Brinsmead Pianoforte Works, Grafton Road, Kentish Town, N.W., London. Agents Wanted. [1072

NOTICE.

A. S. WATSON AND CO.,

FAMILY AND DISPENSING

CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the

DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS,

PERFUMERS,

PATENT MEDICINE VENDORS,

DRUGGISTS' SUNDRYMEN,

And

AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED.

PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [28

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Daily Press.

HONGKONG, JANUARY 18TH, 1882.

THE progress that Western medical science is making in China can hardly fail to attract the attention of any intelligent observer of events in the Middle Kingdom. At Tientsin it has received the warmest encouragement at the hands of the Viceroy LI HUNG-CHANG, and at most of the Treaty Ports the common people have learned something of the benefits to be derived from treatment by the foreign doctor. Not that we would have readers at a distance imagine that any sudden and complete revolution is taking place in the views of the Chinese upon the subject; all that has yet been done has been merely to touch the fringe, and in view of the ignorance, conservatism, and conceit of the people, and their vast numbers, progress must of necessity be slow, and it will evidently be generations before medical science as understood in the West can become fairly adopted in the Middle Kingdom. A good beginning has, however, been made, and this is proverbially half the work. The medical men who devote themselves to work amongst the natives command their confidence more and more every day, and many natives who have received relief at their hands are making known to their friends the superiority of the foreign to the native method of treating disease. No doubt the Chinese themselves, like all semi-civilized or savage races, know a good deal about simples and can treat effectively common and trifling ailments; but their science, if such it can be called, is essentially empirical, and as soon as any grave complication arises in the case of a person suffering from disease the native doctors are non-plussed, and all they can do is to hide their ignorance under useless forms. The Chinese who have come into contact with foreigners are commencing to perceive all this, and native practitioners who have had experience in hospitals conducted on foreign methods are beginning to be at a premium amongst them. Vaccination, more than anything else introduced by foreign doctors, has been adopted by the Chinese, and however slow they may be in accepting the teaching of Western medical science as a whole, there is every prospect of the practice of vaccination becoming general within a reasonably short space of time. Small-pox is one of the scourges of the Middle Kingdom, but passing events give promise of its being gradually brought as much under control as it is in Europe. The news supplied by our Canton correspondent, that the Canton authorities have dispatched officials to the various districts of the Province with the object of making vaccination general, is full of promise and cannot fail to give satisfaction to all who have at heart the welfare of humanity in general and that the Chinese race in particular.

EVER since the annexation of Saghalien by Russia, the Japanese have naturally regarded that Power with doubt and mistrust. It cannot be pretended for one moment that the scattered barren rocks known as the Kurile Islands were anything like a fair exchange for the Japanese territory thus acquired. That there is good reason for fearing the progress southward of Russia has not ceased is only too patent. Mr. HODNETT, whose account of his circumnavigation of Yesso we published in yesterday's issue, states that the Russians with whom he conversed in the course of his cruise made no secret of their hope that ere many years have passed an opportunity would arise for the annexation of Yesso to the Russian dominions. The climate of Saghalien, they say, is too rigid in winter; they wish to move further south, to a more genial country, and, compared with Saghalien and Siberia, Yesso is mild and pleasant. How long Russia would rest content with that slice of the Mikado's Empire is another matter. If Russia left Japan nominally independent, she would certainly insist upon being dominant at Tokio, and the MIKADO would thus be reduced to the position of a vassal of the CZAR. So long as the other European Powers are at peace, however, the Russian Government dare not attempt to play such a card, and we sincerely hope that no opportunity will ever be afforded them for crippling Japan. That the intention exists is a fact that should, at the same time, not be ignored. A change of Government at St. Petersburg never means a change of foreign policy; the old programme is steadily adhered to, its object being evidently supremacy in Asia and, as far as attainable, the real sovereignty of the East.

The American ship Blue Jacket and the German steamer Cassandra left the Cosmopolitan Dock yesterday.

The E. and A. steamer Tannadice, which left here on the 24th ultimo, arrived at Cooktown on the 10th instant.

The P. & O. steamer Thibet, with the next English mail, left Singapore for Hongkong at 7 A.M., on Sunday, the 15th instant.

We are informed by the Agents (Messrs. Russell & Co.) that the Union Line steamer Escambia, from London, left Singapore for this port yesterday.

We hear that the British barque Cuba, coal laden, which was on a voyage from Keelung to this port, is lost. We have no particulars. She is consigned to Messrs. Douglas Lapraik & Co.

The Agents (Messrs. Geo. R. Stevens & Co.) have received intelligence by wire that the steamer Meath arrived in Sydney on the 16th and will leave that port for Hongkong on the 31st instant.

We are requested to state that, owing to unforeseen circumstances, Mdlle. Olga Duboin will not give the concert announced for this evening. She proceeds at once to Amoy, where she intends to give a concert.

The Agents (Messrs. Gibb, Livingston & Co.) inform us that the E. and A. Company's steamer Catterthun left Port Darwin on the 15th inst., and the same Company's steamer Bowen left Sydney on the 14th instant, both for Hongkong.

As will be seen by an advertisement in another column, Willard's Wanderers announce their last performance on Saturday, at the Theatre Royal, for which a varied programme has been drawn up. The entertainment will doubtless attract a full house.

In his report on the trade of Hankow for 1880, Mr. Alabaster, the British Consul at that port, says with regard to paper, "it is now chiefly of interest to foreigners as the basis of a future manufacture, and, as what is now hand-made, is badly finished, there is room for the introduction of foreign machinery in the abundance of raw material and the enormous demand for the manufactured article." Our Shanghai morning contemporary thereupon remarks:—"It is highly probable that a paper mill with suitable machinery would be a most successful undertaking in China, where the supply of bamboo is so large and the cost of labour so light; and in connection with this we may mention that the manufacture of paper from bamboo has recently been engaging the attention of capitalists in India, and it seems probable that factories will be established there before long. Yet the circumstances in India are not more favourable than are those in China. The consumption of better finished paper than the Chinese make would be enormous, while it is likely that its cost would be less than is now paid for the ordinary hand-made article."

Yesterday, the crew of the British North American ship Hindostan, which put back here on Monday, appeared at the Harbour Office, having been summoned to appear before the Marine Magistrate on a charge of refusing to do their duty on the 12th and 14th instant, on the high seas. The evidence of the captain was to the effect that on the evening of the 11th instant, the day after she left Hongkong, nearly three feet of water was found in the well, and though the pump was at once set to work, it did not suck until after some labour the next day. On that day the men came aft and wanted the captain to put back, but he told the men the ship's side had got dry in the harbour, and she would "take up" soon. They gave her a two days' trial, but after pumping almost incessantly, the men again came aft, and asked the captain to make for the nearest port. He ordered those who wished to do so to one side, and, with the exception of the officers and carpenter, all went over. The ship was then put back into this harbour. Some of the men told the captain that they had received information from members of his crew he had discharged on his arrival here in September, that the ship was riddled with auger holes, and advised them not to go in her, as she would be a coffin to them. The ship was searched as far as possible, and one auger hole was found, which did not penetrate quite through the side, and the beginning of another hole was beside it. Five stowaways were found on board the ship, and these assisted to work her, and to pump. Captain Thomsett considered the men were justified in wanting to put back, and dismissed them. It is at present somewhat doubtful whether the leaking was due to auger holes at all, but if such is the case, it is believed that they were done by the afterwards discharged crew, whilst the ship was proceeding under jurymasts to Hongkong in September and that the holes were not under the water line then, but in consequence of an increased load, the ship is now five feet deeper in the water, which has brought the holes below the water line. She had been dismasted in a typhoon, and the men wanted the captain to take to the boats, which he refused to do. All the discharged crew have left the colony, with the exception of the cook, now in the Naval Yard Police, and no charge can be brought against them at present if the ship is found to be bored. The captain has telegraphed home, and the question of whether there are auger holes will be set at rest by a survey.

The case of Lee Tack Cheong v. Duddell was before the Supreme Court yesterday, the defendant moving that the verdict might be entered for him. The arguments were of a purely technical character, turning on the construction of the documents put in on the trial. Judgment was reserved.

Return of visitors to the City Hall Museum for the week ending January 15th:—

	EUROPEAN.	CHINESE.
Monday	61	563
Tuesday	58	392
Wednesday	74	581
Thursday	33	456
Friday	47	617
Saturday	31	263
Sunday	Sunday	Sunday
	309	2,877

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 16th January.

PROPOSED REFORM OF THE FRENCH CONSTITUTION.

A Ministerial bill has been introduced in the French Chamber of Deputies to reform the Constitution.

THE POLITICAL SITUATION IN EGYPT.

The Egyptian notables insist on the right of control of the Budget; the Comptrollers-General of England and France oppose the claim.

CRICKET.

"IRON DUKE" v. "TOURMALINE" AND "CARYSFORT."

A match was played on the Cricket Ground yesterday between an eleven from Admiral Willes's flagship and an eleven from the two corvettes of the Detached Squadron, resulting in a victory for the Iron Duke in one innings. The following is the score:—

CARYSFORT AND TOURMALINE.

FIRST INNINGS.		SECOND INNINGS.	
Dr. Bidont, b Patey	19	b Patey	2
Lieut. Ring, b Stebbing	19	run out	0
Mr. Robertson, run out	11	b Patey	4
Mr. Browning, c and b Patey	16	b Stebbing	5
Lieut. Royds, c and b Stebbing	23	b Stebbing	14
Mr. Blomfield, b Patey	1	b Stebbing	0
Mr. Grenfell, b Patey	2	b Patey	9
Mr. Morgan, c Dormer, b Patey	6	c Patey, b Stebbing	[illegible]
Mr. Smith, c Hogg, b Patey	2	b Stebbing	2
Lieut. Russell, not out	2	c Blakeston, b Stebbing	0
Mr. Worthington, b Stebbing	7	not out	0
byes	4	b 5, w 1, lb 1	7
	105		48

IRON DUKE.

Lieut. Patey, b Robertson	4
Mr. Alexander, c and b Robertson	6
Mr. Roast, b Robertson	3
Rev. F. C. Stebbing, b Smith	31
Mr. Dormer, c Robertson, b Smith	26
Capt. Sutherland, R.M.A., c and b Robertson	4
Mr. Farquhar, c Bidont, b Robertson	10
Mr. Ethelstone, not out	39
Mr. Hibbert, b Royds	17
Mr. Blakeston, b Robertson	6
Mr. Hibbert, b Royds	0
b 10, lb 4, w 3	17
	163

POLICE COURT.

17th January.

BEFORE DR. F. STEWART.

UNLAWFUL POSSESSION.

Wong Aning, coolie, was charged on remand with having been unlawfully possessed of two pieces of cloth and a jacket, value $2, on the 17th December.

A district watchman saw the defendant carrying a bundle, with two other men in East street, and being suspicious of them, he followed them. They entered a pawn shop, and he went in behind, and seized the defendant, whilst the other two men escaped by another door. The property named in the charge, was found in the parcel. After a remand, the owner of the things was found, but he is under arrest of Chinese officials for smuggling.

The defendant was fined $10, or in default three months' imprisonment. He had been in gaol three times before.

ALLEGED UNLAWFUL DETENTION.

Chun Aying, widow, was charged with having unlawfully detained a married woman, named Yung Asu, for the purpose of emigration, on the 13th instant.

The complainant said she was the wife of a trader at Pakhoi. Her native place was Hanoi. In October last, she went to Pakhoi in search of her husband, but heard he had gone to another place. She went after him, to one or two places, and was ultimately told that he had gone to Canton. She arrived there on the 21st October, and stayed at a boarding house. One day she was crying in the house at being in a strange place with only $2 left, when an old woman, also a boarder, told her not to cry, and invited her to go to her family house. The complainant went to a village some distance away, the name of which the woman refused to tell her. She stayed there for a short time, until the woman sold her to the defendant, who brought her to Hongkong. This woman wanted her to go to Singapore, and when the complainant said she did not want to go, the defendant beat her with her shoe. The woman took her to the Harbour Office, telling her to say she wanted to go to her husband in Singapore, but she would not say that, and ultimately the defendant was handed over to the police.

The case was further remanded to next Tuesday.

LARCENY.

Chun Awong, chair coolie, was charged with having stolen a parcel containing a cloth jacket, value $7.50 on the 16th inst.

The complainant was carrying the bundle in question under his arm, and was turning up into Square-street, when the defendant came behind him, and snatched the parcel from him, and ran off with it. Complainant chased him, and being hard pressed, the defendant threw the bundle down, but was afterwards caught by P.S. Hennessy.

The defendant was sentenced to six months' imprisonment.

STREET OBSTRUCTIONS.

Tu Atim, First-street, Kwong Ayau, and Kwong Awan, occupying other houses in the same street, were each fined $5, for obstructing the passengers in that street by placing various of their commodities upon the footway on the 13th inst.

THE POKFOLUM-ROAD ENCROACHMENTS.

The sixty-six Chinese who have appeared on summons at the court at various times, on charges of encroaching upon Government land South of the Pokfolum and Bonham roads were brought up again.

Inspector Thompson stated that none of the defendants had taken the smallest step towards removing any of the encroachments, and they were exactly in the position they were before they were summoned, excepting that in at least one case a further encroachment had been made, and more land had been enclosed.

The defendants were fined 25 cents each, or one day's imprisonment.

MARINE COURT.

17th January.

BEFORE CAPT. H. G. THOMSETT, R.N.

CHARGE OF INSUBORDINATION ON BOARD SHIP.

Oley Ericksen, and 18 others forming the crew of the ship Hindostan, of St. John's, New Brunswick, were summoned by their captain, Mr. Belyea, on a charge of refusing duty on the high seas on the 12th and 14th instant.

Captain Belyea said the defendants are all on the articles of the Hindostan. The ship left Hongkong for San Francisco on the 10th inst. We had fine weather until the night of the 11th and carried maintop gallant sails. On that day there was found to be 2 feet 10 inches of water in the well, which was entered in the log. The well was pumped, but not dry, and the next day, it was pumped dry. On the 12th nearly all the crew were at the pumps for a good part of the day, and then the watch kept her free. On the morning of the 12th the men in court came aft to me and demanded that the ship should be put back, as she was making too much water. They also said that the ship had been bored. They did not come aft in any mutinous spirit. One man named Gibson said he knew there had been holes bored in the ship from what he had been told, and he expected she would be a coffin to them if we kept going on. I told the man I did not think there was anything of that sort, that holes had not been bored in the ship, but I thought as she had been lying here in port so long, her side had dried up somewhat. I told them to give the ship a fair trial for two or three days, and see whether the leak was from holes bored in the ship, or whether she would take up again. I then called upon those who were willing to go, and they all consented to go on. On the 12th all hands were four hours at the pumps, and the watch the rest of the day, and after we got the well sucked out, the watch was able to keep it clear, and have a spell. On the 13th the watch were at the pumps, and they were then able to keep the well clear, and have a spell. At that time there was a strong breeze, and we hove topsail. I went down below to find the cause of the leak. I went down with the carpenter, and he found one hole in the bow port, on the starboard side; it was below the water line, and was a clean cut auger hole. There was no water coming in then. We could find no other, but we were told there were more holes bored. On the 11th September my ship came to Hongkong, dismasted, from the effect of a typhoon, but she made no water then, at least nothing of any importance, and while in the port she did not make an inch of water. When we came in we had a cargo of 1,000 tons, and when we left we had 2,617 tons on board, and the ship is not nearly full; her registered tonnage is 1,547. She was docked here, and was refitted and repaired. The copper was not stripped off, it had only been on her six months. The ship made no water until about a week before we left the harbour, when she made a little. When we left Bombay our draught was 15ft. 6in. on an even keel, and on arrival here it was 15ft. 5in. When we left here her draught was 19ft. 9in. The amount of water the ship made during the last week we were in the harbour was very trifling, and we only pumped her out three times during the week. It did not strike me there was anything extraordinary. On the morning of the 14th the crew came aft again, and demanded that the ship should either be put back or run down to Singapore, or the nearest port. I told them I would not run to leeward, but I would have to work to windward, and if they persisted in desiring me to put into some port, and would work the ship to windward, I would try to get back to Hongkong again. This they said they would do, but they said they would not work the ship any further on her passage, but only into port. The ship was then put to windward, and returned. On the 11th we discovered five stowaways on board the ship, and they assisted in the pumping, and everything connected with the ship. I only discovered one auger hole in the bow port, and that went in about 6 inches, and there was the starting of another close to it, about half an inch deep. It was evidently bored by the same auger, being of the same size. The hole was clear, having been bored by a screw auger, and the screw had been turned back. I called two of the old ship's crew, Ryan and Ericksen, after hearing that the ship had been bored, and Ryan told me that one of the old crew that I had discharged, named Thornton, told him that the ship was going to be a coffin to him, and that she was riddled and bored with an auger. Thornton went home in the Star of India. I asked Ericksen if he knew anything of the holes that had been bored in the ship, and he said he was aware that holes had been bored. I asked him why he did not report that to me before we left the harbour, upon which he seemed frightened, and said he thought the holes would not amount to anything. I asked him if he knew where the holes were, and he said he did, one in the bow port, and the other abreast of the fore hatch. I then told him to go below to the carpenter and the mates who were there, and point out the holes, so that they might be plugged up. I did not go below, as I had charge of the deck. I did not find any of the other men of the old crew knew anything about it, and the new men seemed to know the most about it. From Gibson and Mylor, both of whom had been shipmates with one of my old crew, named Daniels, before they joined the Hindostan—Daniels had been shipped by me in Bombay—I learned that Daniels had told them that the ship had been bored in three or four places by some of the old crew, and that the cook, a man named Ackers, who is now one of the Naval Yard Police in this colony, had taken the auger out of the carpenter's shop, and passed it down to the men. They also said that they thought everything was fixed up while the vessel was in dock, or they would not have joined her.

Ericksen denied that he and the rest had refused to do their duty. He said they only went aft and asked the captain to put to Hongkong as the ship was making so much water, and the pumps were not fit for the ship if she went on the voyage.

Captain Belyea—The pumps are a brand new set, fresh come out from home. They are Adair's patent. We first had the old ones repaired, and then condemned them, and got these new pumps.

Ericksen said the old pumps were better than the new, for the latter did not throw up so much water as the old ones, and they choked themselves.

Capt. Thomsett—I suppose if the holes were made good, you would have had no objection to go on with the ship?

Defendant—No sir.

The other defendants made similar statements. The remainder of the original crew denied that they had refused duty, they merely asked the captain to put back, and he did so, after having asked them if they were all willing to go back. They all said that if the captain had decided to go on, they would not have refused duty. Nearly all the rest of the crew said they did not refuse duty, but they asked the captain to put back, and if he had not done so, they would have refused duty. The ship was making water too fast, and if a gale sprung up, the water must have gained upon them.

Captain Belyea said—I forgot to mention that at 12 o'clock on the 14th, after I had got my sights, I called everyone aft, and asked the men again if they still persisted in demanding of me that I should put the ship back. Some of them said "yes," but I asked each man to speak for himself, and I said "those that still demand that the ship shall go back, stand over one side," upon which they all passed over. The officers and the carpenter were standing alongside me, and did not pass over, I consulted with them afterwards.

Captain Thomsett.—What was your own idea with regard to the leaks?

Witness—No doubt, lying in the harbour for six months as she did, her sides became dried, and of course when she left a port she would make a little water.

Captain Thomsett—But she was making more than a little water.

Witness—The ship was taking up, and she made less daily.

Captain Thomsett—What is she making now?

—She is making an inch and a quarter an hour as she lies in the harbour.

George Stanley Webb, second mate of the Hindostan, said he was down below in search of the auger holes said to have been made in the ship, and he saw Ericksen come down to point out where they were. Witness asked him if he knew where the holes were, he said he did, and then went round with a light to look for them. After some time, in answer to witness, he said he had seen the holes, but could not find them then, and he continued his search, and ultimately pointed out an old trunnell hole. There was a hole in the bow port on the starboard side, about 6 inches deep, but it was not through, and there was the beginning of another one beside, about an eighth of an inch deep, which bore the marks of the screw of an auger. Witness was able to search right down to the keel in the ship at the bow but could find no other hole. While they were on their journey to Hongkong in September, and the ship was going under jurymasts, the crew wanted the captain to take to the boats, which he would not do. The hole in the bow port was above the water line of the ship before her arrival in Hongkong.

Captain Thomsett said he considered the men were quite justified in what they had done. They had given the ship a two days' trial after first asking the captain to put back, and they had, in fact, given it a four days' trial to see whether she would take up. She did not seem to have taken up at all, for she was making water at the present time. It was not his business then to make any inquiry into the matter of the auger holes, but if Captain Belyea had any charge to bring against anyone of making those holes, then the matter would be inquired into in that court. He (Captain Thomsett) thought the defendants were justified in asking that the ship should be put back. He did not think the master took any great trouble to go on, for there were at least six of the men who were ready to work the ship for him if he went on, but he thought the men were quite justified in asking that the ship should not go on her voyage. Whether the captain was right or not in not putting some pressure on the men to make them go on, was a thing he had nothing to do with, but he considered that the men were quite justified in wishing to go back, and he should therefore discharge them.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

16th January.

On Saturday evening Mdlle. Duboin, the Russian pianiste, gave a concert here. The concert was very successful from a musical point of view, the lady's skill on the instrument being much admired, but it could not have yielded satisfactory financial results, as there were not quite a score of persons present. It is to be hoped that the merits of the fair musician will meet with more substantial recognition among the larger communities at your port, Shanghai, and in Japan.

On the 11th instant several criminals were beheaded at the Execution Ground, in the presence of the Prefect and the two Magistrates.

A petition has been presented to the Provincial Treasurer by several wealthy merchants who are desirous of obtaining the privilege of taxing raw opium at all the lekin stations of the province, for which they offer a higher price than that paid by the present monopolists. The Treasurer has refused the petition on the ground that the present monopolists' term has not yet expired. Exception is also taken to the security offered.

The higher authorities have dispatched Weiyuens to all the districts to take measures for making the practice of vaccination general amongst the people.

During the last few days the weather has been exceedingly cold. A slight fall of snow is reported to have taken place in the city.

Trade amongst the natives is at present very dull, notwithstanding the near approach of the Chinese New Year.

THE KAI-PING COAL MINES.

In his report on the trade of Tientsin for the year 1880, Mr. Consul Bristow gives the following particulars relative to the coal mines of Chihli:—

The Kaiping coal mines, alluded to in my last report, have progressed rapidly, and it is hoped will be able shortly to supply the whole of North China with coal at a cheap rate.

For the greater part of the following information I am indebted to the kindness of Mr. Claude W. Kinder, C.E.:—

No. 1 shaft has been sunk to a depth of 200 feet, and a drift of 300 feet long has been driven, which cuts through six seams of coal, one of which is seven feet in thickness. About 3,500 tons of coal have been taken out of the prospecting drifts, but no attempt at working will take place till No. 2 shaft is completed, and a stone drift driven into No. 3 seam.

Extensive coke ovens and coal-washing apparatus will shortly be erected, as the coal is of excellent coking quality, and the demand for coke in Peking and the neighbourhood is very large.

A gaswork for some 200 or 300 lights has been put up. It was entirely constructed in the company's workshops.

From the colliery to Hsü Ko-chuang there is a single line of railway about 6½ miles in length, of 4 feet-8½ inch guage, and with a maximum gradient of 1 in 100. The sharpest curve has a 1,500 feet radius. The rails are of steel, 30 lbs. to the yard, and the sleepers are of elm, rough hewn. A locomotive has been built at the colliery, and will be used when the prejudices of the Chinese against its employment are overcome; till then, native ponies will be employed on the line.

From Hsü Ko-chuang to Lu-t'ai a tidal canal has been constructed, which takes its water from the Lu-t'ai River, and is provided with gates, so as to secure about twelve hours' passage per day and a minimum of 4 feet of water, but during most neap tides the canal gates will be open for more than twenty-four. The length of the canal is a trifle over 21 miles.

At Hsü Ko-chuang a large basin has been excavated, with sidings for coal and stone waggons. Cranes and ample conveniences for loading boats will be erected. The boats are 40 feet long with 8 feet beam, and are constructed to carry 40 tons each.

This canal is the first waterway constructed in China on European principles, and is fitted with gates and substantial bridges of iron and stone of from 14 to 30 feet span.

THE FUHKIEN AUTHORITIES AND CHRISTIAN MISSIONS.

Mr. W. T. Key writes as follows to the Foochow Herald:—For the information of your readers and the parties interested will you allow me a small space in the columns of your valuable paper.

The circumstances which I am going to relate is that, in passing the main street I noticed a proclamation posted up on the wall of a pawnbroker's shop, which, although it was dated as far back as the 8th day of the Moon in the seventh year of Kwang-sü (30th September 1881), was only, upon enquiry, posted up last week, and I may as well give your readers the version of the proclamation in English which runs as follows:—

"Mah, the Tartar General and Superintendent of Customs; Ho, the Governor-General of Min-Cheh Provinces; and Ch'ing, Governor of Fuh-Kien province jointly issue this proclamation for general information.

"Whereas missionaries of various nationalities, who have been preaching in China, have been manifestly sanctioned by treaties, and the principles of whose religion are to teach men to do good, and to do to others as they would have others to do to them: those who quietly teach and profess these doctrines shall be all and uniformly commiserated and protected, &c.

"The missionaries and native Christians, who obeyed (followed) the tenets of the religion by peaceably preaching, and embracing (the faith) ought to be protected by the officials, and be well treated by the people as well. To all these, as the Records show, proclamations for general information have now and then been issued. The leasing of houses and lands, for the purpose of making or building Chapels shall have (the rent) fixed equitably on either side, and that no exaction be allowed thereon, the lease (deed) must be sent through the Consul to the local authorities, who shall then enquire if there is not any matter of objection, and (if not) the lease shall be separately stamped and recorded. In the matter of temporary leases of houses, a report must in the first place be necessarily made to the local authorities, so that protection may be afforded. With regard to idolatrous processions, building temples, theatricals and such other matters, (it is hereby enjoined) that, in order to avoid trouble, no subscriptions are allowed to be made upon the native Christians, so that the Chinese and the Native Christians may be at peace, and ill-feelings may be avoided on either side. Such is the intention and wish of our Imperial Government to extend its kindness towards men from afar, and (for this purpose) it is proper for us to issue this proclamation and fully make it known to you. For this, you, the gentry, elders, soldiers and men in general, must know that missionaries in building Chapels for the purpose of preaching the doctrine are sanctioned by treaties, and that if, in the midst of you, any of your clansmen, stealthily sell lands (to them), or (if there is) *any objection towards the situation of the place*, such must, as is proper, in the first instance be reported to the local authorities who shall take action in the matter, and that you are not allowed to take upon yourselves the responsibility to create a disturbance (by refraining from which) it will clearly show the friendly feelings of the owners of the soil.

"Those who quietly preach the doctrine, as well as those who embrace the faith, and in company with foreigners travel to any place (inland) you all must treat with respect, and no insult or hindrance may be allowed, by doing which peace (harmony) may be injured (literally disturbed).

"Whenever Chinese, who have become Christians, have any cause for litigation, they must be dealt with by the local authorities according to (Chinese) law, in which Foreign Missionaries are not allowed to interfere.

"From and after the issue of this proclamation, the gentry, elders, soldiers and men in general (are hereby enjoined) to obey this injunction. Any person or persons venturing to act against it shall be at once and with certainty apprehended and rigorously dealt with.

"Let every one tremblingly obey this purposely issued proclamation!!!

"Dated the 8th day of the 8th moon in the 7th year of the Reign of Kwang-sü (30th September, 1881)."

Now, judging from the words contained in said proclamation, I would say that a pretext for assistance is given in the light, but that they stab you in the dark, as one can see in the matter of the temporary lease; nothing is said in any of the treaties that it should be first reported to the local authorities, save and except in the case of perpetual lease, which should be sent through the Consul to have it stamped and recorded. If such temporary lease has to be reported, I am afraid that the missionaries or other foreigners could not get a house rented, as most of the Chinese do not like the interference of their officials, lest the Yamên runners may come to them for a share (by way of a squeeze) of the rent, which the owners are justly entitled to by the lease; and as to protection I would add that it is incumbent upon the officials to afford such in case of need, and they cannot, according to the Treaties entered into between China and Foreign nations, well refuse it.

ENGLAND AND RUSSIA IN ASIA.

It is from time to time interesting, and instructive also, to cast a glance at the relative mutual position of England and Russia in Central Asia. The time is no longer distant when these two mighty powers who are contesting for the dominion over Asia will collide in this contest at the slopes of these mighty mountains, where once the cradle of the human race stood. Each change which results in the nature of possession there is to be considered as a preparation of this gigantic fight and has therefore carefully to be observed and to be written down.

To-day the possessions of England and Russia are still separated from each other by a wedge, the basis of which is formed by the eastern seacoast of the Chinese Empire, and its point by Afghanistan and the territory of the Turkomans. Here in the West, however, the territories of each other approach quite close, and Russia aims still to push forward her boundary poles and her influence towards the south, so that the time of collision can be fixed with great probability. How bad, deficient, corrupt the Russian administration may be in the interior, yet no one can deny to Russian diplomacy the testimonial that they perform their task masterly, be it in Europe towards the civilised states, or be it in Asia towards the half savage nomads. The foreign policy of Russia is always aware of its aim and is energetic and firm, or malleable and yielding according to the purpose to be gained. The leading Russian diplomats understand also how to put the proper men in the proper places and everywhere to employ the suitable means. Towards China and towards the populations subject to this empire—where the mercantile spirit prevails, it is the Russian merchant and the Siberian caravan leader, and in Turan and Turkestan, these resting places of half savage nomads, it is the Cossacks of the Ural, who as pioneers have to be placed for the dissemination of the Czar's power and Russia's influence. How right the knowledge of this mission in Russia is—which mission to carry out is there considered as a traditional task—prove the numerous conventions and commerical treaties, which the Russian Government in the course of late years concluded with China and the greater part of the neighbouring countries. Nearly every one of these treaties has brought to the Empire new territorial acquisitions and to the population advantageous conditions for the spreading of Russian commerce.

Such a Treaty, concluded at St. Petersburg the 12th February last, is also the so called Kuldja Convention, which stipulates the retrocession to China of the Ili or Kuldja district occupied by Russia in 1881 during the rebellion of the Dunganis. As the Government of the Celestial Empire during the last years claimed urgently the retrocession of the province of Ili and threatened even a war the diplomacy of St. Petersburg was clever enough to take a step in retreat. They could do it so much easier as they at the same time made up for their giving in by a barter of great advantage. Let us state that first of all Russia did not deliver the whole territory of Kuldja, as the western part of the province reaching up to the Chagos river is now definitely incorporated with Russia. Moreover Russia received by the Treaty, published a short time ago, nine millions of silver roubles as indemnity for the expenses of occupation, and the assurance that a regulation of the frontier shall take place at two localities on the Dzaisan lake and between Ferganah and Kashgar. The Russian officers of the general staff will look out, that this new delimination should not become disadvantageous to the Empire of the Czar. The principal benefit Russia will draw from the immense commercial advantages which fall now to her by the Kuldja Treaty. Till now Russia was allowed to maintain Consulates only in Ili, Tarbagatai, Kashgar and Urga. This right is now extended to the cities of Su-chou (Kia-yü-kwan) and Turfan, and should the Russian Government desire it, eventually also to Kobdo, Uliasutai, Hami, Urumtsi and Kuché. In these cities, as well as in Kalgan, Russia not only can establish Consulates, but also factories and real colonies. The importance of these acquisitions cannot sufficiently be pointed out, it is equal to the commercial-political conquests of nearly all the states tributary to Celestial Empire, viz: Manchuria, Mongolia, Djungaria and Chinese Turkistan. According to Article XII. of the Kuldja Treaty, Russian merchants can carry on duty free trade in the whole immeasurable region from the Tien Shan and from the Altai mountains up to the gates of the Chinese wall. Only for later on, when the trade should be increasing, the Chinese Government reserved itself the right to agree with Russia upon a small duty, but even in that case the trade would be unrestricted and duty free within a space of 50 versts on each side of the frontier.

The City of Su-chou where now a Russian Consulate is to be established, is situated, even within the Great Wall, and the Russian merchants have the right to bring here, and to Kalgan, their goods, and also to Tientsin the sea port of Peking, wherefrom they can be shipped to other ports or transported to the Interior of China. The secular-old caravan roads from Bactria over Kashgar, from Kuldja over Urumtsi, and over Kobdo and Uliasutai, which converge all towards Peking, will thus be used by the richly laden Russian caravans and will open new trade routes to the commerce of the Far East. The trade in tea is to a certain extent the scale for the whole commerce of China, and in this respect it is interesting that when the caravan route followed mostly the direction over Maimaichin, Kiachta and Urga, there was already a decrease of export of tea from the Chinese ports. Now after the conclusion of the Kuldja treaty the overland trade will increase so much the more, and perhaps in a short time the world—in the same manner as ten years ago when the first dispatch arrived at St. Petersburg overland from Nagasaki—will be surprised by the news that the Siberian railway which has already to-day crossed over the Ural is built to the Chinese frontier. The locomotive will drive away the camel, and will in connection with the merchant, be the pioneer of the extension of Russian power in those remote, nearly unknown, regions.

In the western division of the Russo-Asiatic front, in the advance towards Merv and Bokhara, the Cossack is the advanced guard of the extension of the dominions of the Czar. By the Chinese, and more especially by the Turcoman campaign, the Russian battalions have come considerably nearer to the hotly longed for aim, the northern frontier of Afghanistan. However, meanwhile a check occurred. The Russians are endeavouring before going farther to settle themselves homely in Transcaspia. Askabad, as it is said, the most south-eastern point to which General Skobeleff penetrated in the spring, was fortified and made an important political and strategic centre, which leads to the conclusion, that the present pause in the operations against Merv is only of a transitory nature. The railway which starts from the Caspian is already finished to Kyzyl Arvat, and a good road leads from there to Askabad. Numerous fortifications with strong garrisons look out for the peace of the new province, which is already divided into three districts of administration. The Russians make in Transcaspia a central-basis for their further operations against Merv and Herat. The last events in Afghanistan may, however, have sent to the rear for a certain time the Russian aspirations. The victory which the Emir of Kabul, Abdurrahman Khan, gained over his rival, Ayub Khan, the dominator of Herat, on the 22nd September last, at Ghilzina near Kandahar, has given to Abdurrahman, patronised by England, a weighty superiority and the possibility of uniting the whole of Afghanistan including Herat under his sceptre. Ayub Khan is however a fanatical Mussulman and as such surely a greater opponent of Russia than Abdurrahman, who, as is known, for many years was a pensionary of Russia. It is however in the interests of Russia not to allow Afghanistan to arrive at peace, which would undoubtedly be the case, if Abdurrahman should succeed in conquering all Afghanistan. Ayub Khan, therefore, if for nothing else only because he is the peace disturber, can be sure of the sympathies and assistance of the Russian Satrap-Generals in Samarcand and Askabad. These will consequently surely do their utmost to support Ayub Khan. Considering that the victory of Ayub on the 26th July at Karez-i-Atta was due only to the circumstance, that some regiments of Abdurrahman went over to Ayub, and that Ayub's defeat at Ghilzina again was to be attributed to the flight of two Durani regiments from his camp into that of Abdurrahman, one can see thereby, how precarious the position in general in Afghanistan is, and how easy the leaf might be turned again. The fight in those countries is carried on less with gun and sword, than by intrigues and by roubles and sovereigns. Should nevertheless Abdurrahman succeed in re-establishing order, then undoubtedly a stop for a time would thereby be put to the advance of Russia. But Russian diplomacy has not risked all on one card, their agents are not only towards Merv, Bokhara and Afghanistan, in activity, but also towards Kashgar and Mongolia.

Russia can wait and allow events to take their course; Russia moreover in the fight for dominion over Asia is in the fortunate position, that her political line of operation is rooted in the empire itself and that every new territorial acquisition is performed by direct attachment to the mighty state body. Every step which Russia makes in front is therefore a natural growth and facilitates the assimilation of the acquired populations. Even the Mahomedans become under Russian rule good Russians, and are not afraid to go to fight for the subjection of people of their own creed. The English are to-day still strangers in India, who come only to become rich within a short time, and then to return to their native islands in order to enjoy there their wealth. Thousands of miles distant from India Great Britain owes her rule over the South Asiatic world to her prestige, her high culture and not the least to the circumstance that her ruling was never yet contested by a mighty adversary. As in Europe, so also in Asia, the Muscovite Empire gravitates towards the warm, sunny, rich and luxuriant South. To-day the advance of Russia towards the snow-covered tops of the Himalaya is only a preparatory work, the reward for this centuries-lasting action is beckoning yonder on the shores of the Indus and Ganges. England feels the danger, and thus consequently arises the great sensibility which has been shown across the Channel concerning the last events in Egypt. But in Downing street as well on the Vienna Ballplatz, the foreign office in Vienna, the traditions of the Oriental policy have been lost. Austria misconceived her true interests when she yielded the lower Danube into the hands of strangers, and Great Britain is to-day on the point of ceding Constantinople, also of losing Egypt, because the one who rules over the Bosphorus and the Dardanelles is master of Asia Minor, and only the one who has this rules in Egypt.—*Neue Freie Presse*, translated for *Shanghai Mercury*.

GERMAN EXPEDITIONS IN AFRICA.

The Berlin correspondent of the *St. James's Gazette* writes:—Since his adoption of protectionist principles Prince Bismarck is rather favourably inclined to the acquisition of German colonies, once so decidedly disapproved of by him. Notwithstanding the want of support accorded by the Reichstag to his Bill for the annexation of the Samoan Islands, the Chancellor, anxious to acquire new markets for German productions and manufactures is known still to cherish hopes of an eventual realization of his colonizing projects. German ambition is not limited to the South Sea Archipelago, but casts a wistful eye towards the rich provinces of Central Africa. From east and west, Zanzibar and the Loango coast, Germans are silently making their way as pioneers for the future establishment of German influence on the Dark Continent. The continuous efforts of the Berlin African Society, and a branch of the Geographical Society, in establishing a firm footing on the Loango coast appear to have been far less successful than the endeavours now made to form a settlement near the Tanganyika Lake. A very interesting letter on the doings of German "travellers" in Africa has just appeared in the *Kreuzzeitung*, a leading paper intimately connected with Government. The writer, Dr. Richard Böhm, a member of the German East African Expedition, dates his epistle from Kakoma, where he and his companions, Dr. Kayser and Mr. Reichardt, made a long halt during the summer. After a rather rough repulse from Mliman-Gomba, chief of the Ugunda tribes, the expedition took up its quarters at Kakoma for the purpose of studying the customs and gaining the confidence of the natives. Their object was gradually attained. The mistrust originally shown, soon gave way to implicit confidence, so much so that they were consulted on all important affairs. Their residence at Kakoma being known to the neighbouring tribes, deputations came from afar to exchange greetings and solicit the goodwill of the strangers. The Court of Gonda, the capital of a large State, then ruled by Dishó, a powerful chief, having heard of the white men's fame, begged them to remove thither and help to overcome the internal difficulties under which the country suffered. Before they arrived at Gonda the ailing chief died and left the kingdom in charge of his only sister, who, timid and frightened by her responsibilities and the hostile attitude assumed by her enemies, actually entreated the Germans to accept a co-regency, and take her people under their Emperor's protection. The German flag, according to Dr. Böhm's own words, was soon hoisted at Gonda, as it had previously been at Kakoma. A formal treaty was concluded between the Sultana and the Germans, and solemnly ratified by the elders, which decrees "that we have a voice as co-regents in all deliberations, and that nothing important shall be done without our consent. The right of deciding on peace or war, and life and death in individual cases, has also been given to us." Thus has a beginning been made for German dominion in Central Africa, the real importance of which it would be difficult to overestimate.

COMMERCIAL INTELLIGENCE.

TUESDAY, 17th January.

OPIUM.

Sales of ordinary chests of Patna at $618¾; and of select chests at $622½ to $625. Of Benares sales at $621½ and $625, for ordinary and select chests.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/8¾
Bank Bills, at 30 days' sight ..3/8¾
Bank Bills, at 4 months' sight 3/9¼
Credits, at 4 months' sight 3/9½
Documentary Bills, at 4 months' sight 3/9½

ON PARIS.—
Bank Bills, on demand 4.69
Credits, at 4 months' sight 4.80

ON BOMBAY.—Bank, 3 days' sight 220½

ON CALCUTTA.—Bank, 3 days' sight 220½

ON SHANGHAI.—
Bank, sight 73
Private, 30 days' sight 73¾

SHARES.

A fair business has been done to-day in Steamboats at $26½ and $27 premium for cash. A few Hongkong Fires have changed hands at $950 per share, and China Fires have been done at $292 per share. Banks and Docks close weaker with sellers of the former at 118 to 117 per cent. premium and of the latter at 46 per cent. premium. A small lot of Canton Insurances has been placed at $80 per share.

Hongkong and Shanghai Bank Shares—118 per cent. premium.
Union Insurance Society of Canton—$1,600 per share.
China Traders' Insurance Company's Shares—$1,550 per share.
North China Insurance—Tls. 1,175 per share.
Yangtsze Insurance Association—Tls. 875 per share.
Chinese Insurance Company—$285 per share ex dividend.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$80 per share.
Hongkong Fire Insurance Company's Shares—$950 per share.
China Fire Insurance Company's Shares—$292 per share.
Hongkong and Whampoa Dock Company's Shares—46 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$26 premium.
China Coast Steam Navigation Company.—Tls. 162 per share.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$100 per share.
China Sugar Refining Company, Limited—$167½ per share.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Hongkong Ice Company's Shares—$130 per share.
Hongkong and China Bakery Company, Limited—$50 per share.
Chinese Imperial Loan of 1874—£109 Nominal.
Chinese Imperial Loan of 1877—£107 Nominal.
Chinese Imperial Loan of 1878—4 per cent. prem.
Chinese Imperial Loan of 1881—2½ per cent. prem.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
January 17th.

Barometer—9 A.M.	30.270
Barometer—1 P.M.	30.212
Barometer—4 P.M.	30.180
Thermometer—9 A.M.	60
Thermometer—1 P.M.	60
Thermometer—4 P.M.	64
Thermometer—9 A.M. (Wet bulb)	57
Thermometer—1 P.M. (Wet bulb)	60
Thermometer—4 P.M. (Wet bulb)	60
Thermometer—Maximum	66
Thermometer—Minimum (over night)	57

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS,
January 17th.

BAROMETER, THERMOMETER, &c.	HONGKONG Previous day at 4 P.M.	HONGKONG On date at 10 A.M.	AMOY Previous day at 4 P.M.	AMOY On date at 10 A.M.	SHANGHAI Previous day at 4 P.M.	SHANGHAI On date at 10 A.M.	NAGASAKI Previous day at 4 P.M.	NAGASAKI On date at 10 A.M.
Barometer	30.27	30.33	30.23	30.24	30.22	30.11	—	—
Thermometer attached	63.0	63.0	67.0	55.0	49.5	43.5	—	—
Direction of Wind	ENE	E	NE	N	E	NW	—	—
Force	3	3	1	1	3	3	—	—
Dry Thermometer	61.0	61.5	67.0	55.0	49.5	43.0	—	—
Wet Thermometer	56.5	57.0	61.0	53.0	41.5	42.5	—	—
Weather	b.c.	b.c.	b.	b.m.	b.	cmd.	—	—
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.
FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 9 to 10 heavy. 10 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

INSURANCES.

LA GRANDE COMPAGNIE D'ASSURANCES MARITIMES, (CERCLE TRANSPORTS REUNIES) PARIS.

CAPITAL SUBSCRIBED	50,000,000 Francs.
CAPITAL PAID-UP	12,500,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.
ARNHOLD, KARBERG & Co.
Hongkong, 1st January, 1882. [1536

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
KOH MOON WAH, Esq., Chairman.
BAN HAP, Esq. | LEONG ON, Esq.
KWOK YIN KAI, Esq. | CHONG PENG, Esq.
QUAN HOI CHUNE, Esq.
KWOK YIN KAI, Esq., Manager.
WOO LIN YUEN, Esq., Assistant and Secretary.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN, Secretary.
HEAD OFFICE, No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1520

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES GRANTED at current rates on MARINE RISKS to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
J. BRADLEE SMITH, Secretary.
Hongkong, 6th April, 1881. [604

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879. [1457

FIRE INSURANCE ASSOCIATION, LIMITED, LONDON.
The Undersigned, having been appointed AGENTS to the above Company at this Port and Canton, are prepared to GRANT POLICIES against FIRE to the extent of $20,000 on Buildings or on Goods stored therein.
Discount 20 %.
VOGEL & Co.
Hongkong, 10th September, 1880. [1495

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).
UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates, allowing usual discounts.
GEO. R. STEVENS & Co.
Hongkong, 1st July, 1881. [20

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [16

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of $40,000, at the Reduced Tariff Rates.
DOUGLAS LAPRAIK & Co.
Hongkong, 11th May, 1881. [18

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000, EQUAL TO	$833,333.33.
RESERVE FUND	$70,858.27.

DIRECTORS.
LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
TSZ KAI TUNG, of the Yee Cheong Hong.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.
Head Office, 8 and 9, Praya West.
Hongkong, 14th October, 1878. [1441

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.
GILMAN & Co.
Hongkong, 1st January, 1882. [21

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876. [13

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [15

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)	Tls. 420,000.00
PERMANENT RESERVE	Tls. 230,000.00
SPECIAL RESERVE FUND	Tls. 288,936.17
TOTAL CAPITAL and ACCUMULATIONS, 2nd April, 1881	Tls. 938,936.17

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKVOSS, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.
RUSSELL & Co., Agents.
Hongkong, 11th May, 1880. [2

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

The Undersigned, having been appointed Agents in Hongkong and China for the above Company, are prepared to accept MARINE RISKS at Current Rates, allowing usual discounts.
ADAMSON, BELL & Co., Agents.
Hongkong, 4th May, 1881. [768

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements	at ½ %, Net per Annum.
On First-class Godowns, & Merchandise stored therein	at ½ %, Net per Annum.
On Coals	at 1 %, Net per Annum.
On Petroleum in licensed Godowns	at 1½ %, Net per Annum.
On First-class Chinese Tenements	at 2 %, Net per Annum.
On Second-class Chinese Tenements	at 2½ %, Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [19

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY,	£1,000,000 Sterling.
OF WHICH IS PAID-UP	£100,000 Sterling.
RESERVE FUND UPWARDS OF	£120,000 Sterling.
ANNUAL INCOME	£250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [14

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT. NETT PER ANNUM FROM THIS DATE.
GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [2

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.
MEYER & Co., Agents.
Hongkong, 3rd June, 1879. [923

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
Is prepared to ACCEPT FIRST-CLASS RISKS at ½ %, nett per Annum, and other INSURANCES at Current Rates.
Shareholders are reminded that the Directors have the power of distributing a certain proportion of the ascertained profits annually among such Shareholders as have contributed business to the Company.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, and Penang.
A. G. STOKES, Acting Secretary.
Hongkong, 20th May, 1881. [609

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.
Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.
RUSSELL & Co., Agents.
Hongkong, 1st January, 1874. [1

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Glencoe	W. A. Gulland		Jardine, Matheson & Co.	To-day, at 5 P.M.
LONDON, via SUEZ CANAL	Ulysses (str.)	Thompson		Butterfield & Swire	On or about 18th inst.
LONDON, via SUEZ CANAL	Glenearn	W. E. Duke	Hongkong	Jardine, Matheson & Co.	On or about 25th inst.
TRIESTE, via BOMBAY, &c.	Hungaria	G. Sturli		Melchers & Co.	On 6th prox., at 4 P.M.
HAVRE AND LONDON	Elise	Bruhn	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
HAVRE AND HAMBURG	Esmeralda	Brock	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK, via SUEZ CANAL	Radnorshire	Davies	Hongkong	Adamson, Bell & Co.	Quick despatch.
NEW YORK	Nicholas Thayer	Crosby	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Pearl	Howes	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Twilight	Warland		Russell & Co.	Quick despatch.
SAN FRANCISCO	Hindostan	J. Bolyea	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Red Cross	J. E. Howland	Hongkong	Russell & Co.	Quick despatch.
Y'HAMA AND SAN FRANCISCO	Suez (str.)	Dodd	Hongkong	Russell & Co.	To-day, at 3 P.M.
VICTORIA, VANCOUVER'S Is.	Syren	Brown	Hongkong	Russell & Co.	Quick despatch.
VICTORIA, VANCOUVER'S Is.	Blue Jacket	Percival	Hongkong	Russell & Co.	Quick despatch.
VICTORIA, VANCOUVER'S Is.	W. J. Rotch	Bray	Hongkong	Russell & Co.	Quick despatch.
BOMBAY	Venetia	A. B. Daniell	Hongkong	P. & O. S. N. Co.	On 23rd inst., at 4 P.M.
SYDNEY, MELBOURNE, &c.	Cassandra (str.)	F. Ahrens		Geo. R. Stevens & Co.	Quick despatch.
SYDNEY, MELBOURNE, &c.	Catterthun (str.)			Gibb, Livingston & Co.	Quick despatch.
YOKOHAMA AND HIOGO	Merionethshire	Rickards		Adamson, Bell & Co.	Quick despatch.
YOKOHAMA, via KOBE, &c.	Takasago-Maru	Young		Mitsu Bishi Mail S.S. Co.	On 20th inst., at 4 P.M.
YOKOHAMA	Tanais	Drujon		Messageries Maritimes	Quick despatch.
SAIGON	Norden	Rasmussen	Hongkong	Soey Shing	On 20th instant.
SHANGHAI	Yangtsze (str.)	Schultze	Hongkong	Siemssen & Co.	To-day, at 4 P.M.
SHANGHAI	Peiho	Pasqualini		Messageries Maritimes	Quick despatch.
SHANGHAI	Deucalion	Purdy	Hongkong	Butterfield & Swire	On or about 19th inst.
SHANGHAI	Thibet			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Escambia	Parvis	Hongkong	Russell & Co.	Quick despatch.
AMOY	Esmeralda (str.)	Talbot	Hongkong	Russell & Co.	On 20th inst., at Noon.
SWATOW, AMOY, & F'CHOW	Thales (str.)	Pocock	Hongkong	Douglas Lapraik & Co.	To-morrow Daylight.

VESSELS ON THE BERTH.

FOR SHANGHAI.
THE Steamship
"YANGTSZE,"
Captain E. Schultze, will be despatched for the above Port TO-DAY, the 18th instant, at 4 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, 16th January, 1882. [166

FOR SWATOW, AMOY AND FOOCHOW.
THE Steamship
"THALES,"
Captain Pocock, will be despatched for the above Ports TO-MORROW, the 19th inst., at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 16th January, 1882. [165

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).
THE Company's Steamship
"HUNGARIA,"
Captain G. Sturli, will be despatched on MONDAY, the 6th proximo, at FOUR P.M.
For Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 16th January, 1882. [159

FOR SAIGON.
THE Steamship
"NORDEN,"
Captain Rasmussen, will be despatched for the above port on FRIDAY, the 20th instant.
For Freight or Passage, apply to
SOEY SHING, Bonham Strand.
Hongkong, 14th January, 1882. [151

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.
THE Steamship
"MERIONETHSHIRE,"
Rickards, Commander, expected here on or about the 16th instant, will have immediate despatch for the above ports.
For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 12th January, 1882. [145

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)
THE Company's Steamship
"DEUCALION,"
Captain Purdy, will be despatched on or about 19th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th January, 1882. [134

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"ULYSSES,"
Captain Thompson, will be despatched on or about 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th January, 1882. [135

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, should sufficient inducement offer, and taking through Cargo for NEW ZEALAND).
THE Eastern and Australian Steamship Company's Steamer
"CATTERTHUN"
due here on 19th January, 1882, will have quick despatch as above.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 20th December, 1881. [56

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"TANAIS,"
Commandant Drujon, will be despatched for
YOKOHAMA
shortly after the arrival of the next French Mail from Europe.
G. DE CHAMPEAUX, Agent.
Hongkong, 10th January, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"PEIHO,"
Commandant Pasqualini, will be despatched for
SHANGHAI
shortly after her arrival from Europe.
G. DE CHAMPEAUX, Agent.
Hongkong, 10th January, 1882.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"THIBET,"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER, Superintendent.
Hongkong, 13th January, 1882. [150

FOR NEW YORK.
THE 3/3 A 1 I. American Ship
"TWILIGHT,"
Warland Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 5th January, 1882. [96

FOR HAVRE AND HAMBURG.
THE 3/3 L. I. I. German Barque
"ESMERALDA,"
Brock, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 21st November, 1881. [40

VESSELS ON THE BERTH.

FOR PORT DARWIN, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, AND ADELAIDE.
(Taking Cargo and Passengers at through rates for all NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)
THE Steamship
"CASSANDRA,"
F. Ahrens, Commander, is unavoidably postponed.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, 17th January, 1882. [168

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"RADNORSHIRE,"
Davies, Commander, expected here To-day from Amoy, has room for a limited quantity of cargo. Rate £3.5/ per ton.
For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 14th January, 1882. [153

FOR NEW YORK.
THE 3/3 A 1 I. American Bark
"NICHOLAS THAYER,"
Crosby, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 27th December, 1881. [43

FOR VICTORIA, VANCOUVER'S ISLAND.
THE A1 American Ship
"SYREN,"
Brown, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 31st December, 1881. [45

FOR VICTORIA, VANCOUVER'S ISLAND.
THE A1 American Ship
"BLUE JACKET,"
Percival, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 31st December, 1881. [46

FOR NEW YORK.
THE A1 American Bark
"PEARL,"
R. Howes, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 28th December, 1881. [44

FOR SAN FRANCISCO.
THE A. 1 American Ship
"RED CROSS,"
J. E. Howland, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 14th December, 1881. [4

FOR VICTORIA, VANCOUVER'S ISLAND.
THE A 1 American Ship
"W. J. ROTCH,"
Bray, Master, will load here for the above port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 13th January, 1882. [146

FOR HAVRE AND LONDON.
THE 3/3 L. I. I. German Bark
"ELISE,"
Bruhn, Master, will load here, and at Whampoa for the above Ports, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 22nd December, 1881. [51

NOTICE.

QUEEN FIRE INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.
NORTON & Co., Agents.
Hongkong, 20th May, 1881. [3

PRUSSIAN NATIONAL INSURANCE COMPANY OF STETTIN.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
MEYER & Co.
Hongkong, 9th May, 1881. [806

SUN FIRE OFFICE.
The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.
LINSTEAD & DAVIS, Agents, Sun Fire Office.
Hongkong, 12th May, 1881. [17

STANDARD FIRE OFFICE, LONDON.

The Undersigned, having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.
Discount 20 %.
VOGEL & Co.
Hongkong, 1st March, 1878. [1440

LONDON & STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.
HITHERTO CALLED THE
STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

CAPITAL.............. TWO MILLIONS STERLING.

The Undersigned are prepared to ISSUE POLICIES covering FIRE RISKS at current rates.
ADAMSON, BELL & Co., Agents.
Hongkong, 27th August, 1880. [1414

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 1st July, 1881. [1183

INTIMATIONS.

LORNE HIGHLAND WHISKY.
Pure Highland Malt,
Thoroughly matured.
"As a Stimulant,"
Says the *Medical Review*,
"It is preferable to Brandy."
Bottled under the special supervision of H.M. Inland Revenue, in full-sized bottles, 6 to the gallon.
Is Sold by 20,000 Agents, Throughout the World.
Sole Proprietors,
GREENLEES BROTHERS,
31, COMMERCIAL STREET, LONDON, E.
Distilleries, Argyleshire. [1002

ESTABLISHED IN 1852.

L. P. FISHER'S NEWSPAPER ADVERTISING AGENCY,
ROOMS 20 AND 21, MERCHANTS' EXCHANGE, CALIFORNIA STREET, S. F.

N.B.—ADVERTISING SOLICITED for all Newspapers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama, Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, and Europe. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during business hours.
The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorised to receive Advertisements.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE,
1874, "WEISSLACK."
$20 .... per case of 2 dozen pints.
$19 .... per case of 1 dozen quarts.
GRAND VIN CHATEAU LEOVILLE.
$24 .... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.
CHATEAU LAROSE.
$12 .... per case of 1 dozen quarts.
LORMONT.
$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 26th March, 1881. [24

FOR SALE, CHEAP.

A POWERFUL STEAM LAUNDRY, 3 New Gunboat's BOILERS, 20 H.P. each nominal; 4 Small BOILERS, 2 STEAM WINCHES, 3 LAUNCH'S ENGINES, 2 STEAM PUMPS, 1 CRABWINCH, 1 JIB CRANE, 1 TURNING LATHE, 2 BISCUIT MACHINES, 1 COPPER COOKING APPARATUS and CONDENSER, 3 COOKING RANGES, 33 AXLETREES, a quantity of New Small CHAIN, and 1 and 2 inch CHAIN CABLE, WIRE ROPE and HEMP ROPE, 4 ANCHORS, a quantity of ENGINEER'S STORES, and a Consignment of HUBBUCK'S ZINC, WHITE LEAD, BLACK, RED, and OXIDE PAINTS, and Ship's VARNISH. For Particulars, apply to
J. M. ARMSTRONG, Auctioneer, Queen's Road.
1683]

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.
It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.
Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.
Hongkong, 16th January, 1877.]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
ADOLPH, German bark, Mohr.—Arnhold, Karberg & Co.
ALTAI, Russian ship, C. Niska.—Order.
ASIA, Danish steamer, Djorup.—Siemssen & Co.
BABLE MORSE, American ship, Norton.—Captain.
BLUE JACKET, American ship, Percival.—Russell & Co.
CASSANDRA, German steamer, F. Ahrens.—Siemssen & Co.
CHINA, German steamer, H. Schoer.—Kwok Acheong & Sons.
CHARON WATTANA, Siam. ship, Ulrich.—Chinese.
CONSOLATION, British steamer, R. Young.—Yuen Fat Hong.
DELPHIN, German 3-masted schooner, Z. W. Lilianthal.—Order.
ESPERANCE, French bark, Le Normant, Carlowitz & Co.
HARMONIA, German ship, E. Reinken.—Captain.
J. H. BOWERS, American bark, Harkness.—Chinese.
KAMCHATKA, British steamer, P. Hussey.—C. M. S. N. Co.
LAUREL, British bark, Grassam.—Order.
LOTA, British bark, Dudfield.—Chinese.
MORNING STAR, Siamese bark, D. Michaelsen.—Chinese.
MARIE, German ship, F. Schildt.—Order.
NORDEN, Dan. str., T. Rasmussen.—Siemssen & Co.
PEARL, American bark, R. Howes.—Arnhold, Karberg & Co.
PEKING, British steamer, G. H. Drewes.—Siemssen & Co.
RAVEN, British bark, W. Veal.—Ed. Schellhass & Co.
REDCROSS, American ship, J. E. Howland.—Arnhold, Karberg & Co.
RINGLEADER, American ship, W. E. Bray.—Captain.
SAN FRANCISCO, German sch., Oltmanns.—Siemssen & Co.
SCHWAN, German brig, T. Schroder.—Siemssen & Co.
SUEZ, British steamer, W. M. Dodd.—Jardine Matheson & Co.
TAKASAGO-MARU, Japanese steamer, C. Young.—M. B. M. S. S. Co.
TILLIE BAKE, Am. bark, J. H. Boynton.—Arnhold, Karberg & Co.
TWILIGHT, American ship, W. C. Warland.—Captain.
WILHELM, German ship, W. Wilmsen.—Captain.
YANGTSZE, British steamer, Schultze.—Siemssen & Co.

VESSELS ON THE BERTH.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO YOKOHAMA, VIA KOBE AND INLAND SEA.

THE "TAKASAGO-MARU," Captain YOUNG, due here on or about 16th inst., will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.
Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.
No Bill of Lading signed under $2 Freight.
All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To KOBE	Cabin $60.	Steerage $15.
To YOKOHAMA and NAGASAKI	Cabin $75.	Steerage $20.
SHANGHAI, viâ YOKOHAMA	Cabin $120.	Steerage $40.
SHANGHAI, viâ KOBE	Cabin $95.	Steerage $30.

A REDUCTION is made on RETURN CABIN PASSAGES.
Cargo and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.
For further Particulars, apply at the Company's Offices, Praya Central, west corner of Pottinger Street.
H. J. H. TRIPP, Agent.
Hongkong, 13th January, 1882.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, SOUTHAMPTON, AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "VENETIA," Captain A. B. DANIELL, with Her Majesty's Mails, will be despatched from this for BOMBAY on MONDAY, 23rd inst., at 4 P.M.
Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M. on the day of departure.
Silk and Valuables for Europe will be transhipped at Point de Galle; but Tea and General Cargo at Bombay, arriving one week later than by the direct route viâ Galle.
Passengers to England are now booked to London, instead of Southampton, as heretofore.
Intending Passengers are informed that the "VENETIA" connects at Galle with the Company's steamers "SURAT" from Australia and "BRINDISI" from Calcutta.
Until Quarantine Restrictions are removed in Egypt, the *Homeward* steamers will call at Marseilles, *en route* for Gibraltar and London, or will proceed direct, *via* Malta, as usual, at the Company's option.
For further particulars apply to
A. McIVER, Superintendent.
Hongkong, 13th January, 1882.

FOR SALE.

CUTLER, PALMER & Co.'s
WELL-KNOWN
BRANDY (* ** *** ****),
WHISKY (FINEST HIGHLAND MALT),
SHERRIES and PORT.
CLARETS and CHAMPAGNE.
PRICE LIST ON APPLICATION.
SIEMSSEN & Co.
Hongkong, 26th March, 1881. 5[2

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [26

KEATING'S COUGH LOZENGES.
COUGHS, ASTHMA, BRONCHITIS, DIFFICULTY of BREATHING are speedily cured by KEATING'S COUGH LOZENGES (recognised and recommended by the Medical Faculty). No other remedy is half so effective. One Lozenge alone gives relief. They contain no Opium, Morphia, nor any violent drug, and may be taken by the most delicate. One or two at bedtime ensures rest when troubled by the throat. Sold by all Chemists, in Bottles. [754

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,
WITH THE PUNTI AND MANDARIN PRONUNCIATION.
An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterised Chinese publications.
To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.
For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.
It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON:
TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG
"DAILY PRESS" OFFICE, WYNDHAM ST.

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed
IN THE BEST STYLE
and at
SUCH PRICES
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.

"DAILY PRESS" OFFICE,
HONGKONG.

MAILS EXPECTED.

THE FRENCH MAIL.
The M. M. steamer *Peiho*, with the next French mail, passed Cape St. James on the 15th, and may be expected here on the 19th inst.

THE ENGLISH MAIL.
The P. and O. steamer *Thibet*, with the next English mail, left Singapore at 7 a.m. on the 15th, and may be expected here on the 22nd instant.

THE AMERICAN MAIL.
The O. and O. steamer *Oceanic*, with the next American mail, left Yokohama on the 14th, and may be expected to arrive here on or before the 21st instant.

STEAMERS EXPECTED.
The O. S. S. Company's steamer *Deucalion* left Singapore on the morning of the 10th, and may be expected to arrive here on the 18th inst.
The steamer *Merionethshire* left Singapore on the 10th, and may be expected to arrive here on or about the 18th instant.
The British steamer *Glenroy* left Singapore on the 12th, and may be expected here on or about the 20th instant.
The steamer *Hungarian* left Port Darwin on the 11th, and may be expected here on or about the 23rd instant.
The E. and A. steamer *Catterthun* left Port Darwin on the 15th, and is due here on the 25th January.
The Union Line steamer *Escambia*, from London, left Singapore for this port on the 17th, and is due here on or about the 25th instant.
The E. and A. steamer *Bowen* left Sydney on the 14th January, and is due here on or about the 6th February.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE
For Yokohama and San Francisco.—Per *Suez*, to-day, the 18th instant, at 2.30 P.M.
For Shanghai.—Per *Yangtsze*, to-day, the 18th instant, at 3.30 P.M.
For Swatow, Amoy, and Foochow.—Per *Thales*, to-day, the 18th instant, at 5.00 P.M.
For Swatow.—Per *China*, to-day, the 18th instant, at 5 P.M.
For Amoy.—Per *Esmeralda*, on Friday, the 20th inst., at 11.30 A.M.
For Kobe and Yokohama.—Per *Takasago-Maru*, on Friday, 20th inst., at 3.30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the *Chronicle and Directory* for 1882, which supersedes all previous editions.

MAILS BY THE BRITISH PACKET.
The British Contract Packet "VENETIA," will be despatched on MONDAY, the 23rd inst., with Mails to and through the United Kingdom and Europe *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India Aden, Mauritius Egypt, Malta, and Gibraltar.
N.B.—This Packet carries no mails for the Australasian Colonies.
The usual hours will be observed in closing the Mails, &c.

MAILS BY THE FRENCH PACKET.
The French Contract Packet "ANADYR," will be despatched on MONDAY, the 30th instant, with Mails to and through the United Kingdom and Europe, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.
DAY BEFORE DEPARTURE (or SATURDAY if the departure be on Monday).
5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.
THE ENGLISH MAIL.—DAY OF DEPARTURE.
NOON, Money Order Office closes.
2 P.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3 P.M., Mails closed, except for Late Letters.
3.10 P.M., Letters may be posted with Late Fee of 10 cents until
3.30 P.M., when the Post Office closes entirely.
3.40 P.M., Late Letters may be posted on board the Packet with Late Fee of 10 cents until time of departure.

DAY OF DEPARTURE.
7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

SOLDIERS' AND SAILORS' LETTERS.
1.—Privates in H.M. Army or Navy. Non-commissioned Officers.* Bandmasters Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (twopence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is 2 cents (one penny).
2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.
3.—Private steamers leave Hongkong for London about every ten days.
4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.
5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.
6.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz.:—Conductor, Gunner, Boatswain, or Carpenter.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.
The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents.
Post Cards, each	3 Cents.
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents.
Registration	10 Cents.
Do. with return receipt	15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.
When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters, in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

EXTRACTS.

A SAILOR'S YARN.

AS NARRATED BY THE SECOND MATE TO ONE OF THE MARINES.

This is the tale that was told to me
By a shattered and battered son of the sea;
To me and my messmate, Silas Green,
When I was a guileless young marine,
'Twas the good ship *Gracius*,
All on the China seas;
With the wind a-lee and the capstan free,
To catch the Summer breeze.
'Twas Captain Porgie of the deck
To the mate in the mizzen hatch,
While the boatswain bold, in the for'ard hold,
Was winding his larboard watch.
"Oh, how does our good ship head to-night?
How heads our gallant craft?"
"Oh, she heads E. S. W. by N.,
And the binnacle lies abaft."
"Oh, what does the quadrant indicate?
And how does the sextant stand?"
"Oh, the sextant's down to the freezing point,
And the quadrant's lost a hand."
"Oh, if the quadrant's lost a hand,
And the sextant falls so low,
It's our body and bones to Davy Jones
This night are bound to go.
"Oh, fly aloft to the garboard streak,
And reef the spanker boom,
Bend a steady sail to the martingale
To give her weather room.
"Oh, boatswain, down in the for'ard hold,
What water do you find?"
"Four foot and a half by the royal gaff,
And rather more behind."
"Oh, sailors, collar your marlin spikes
And each a belaying pin;
Come, stir your stumps to spike the pumps,
Or more will be coming in."
They stirred their stumps, they spiked the pumps
They spliced the mizzen brace;
Aloft and alow they worked, but, oh!
The water gained apace.
They bored a hole below her line
To let the water out,
But more and more with awful roar
The water in did spout.
Then up spoke the cook of our gallant ship—
And he was a lubber brave—
"I've several wives in various ports,
And my life I'd like to save."
Then up spoke the captain of marines,
Who dearly loved his grog,
"It's awful to die, and it's worse to be dry,
And I move we pipe to grog."
Oh, then 'twas the gallant second mate
As stopped them sailors' jaw,
'Twas the second mate whose hand has weight
In laying down the law.
He took the anchor on his back,
And leapt into the main;
Through foam and spray he clove his way,
And sunk and rose again.
Through foam and spray, a league away,
The anchor stout he bore,
Till safe at last, he made it fast,
And warped the ship ashore.
This is the tale that was told to me,
By that honest and truthful son of the sea.
And I envy the life of a second mate,
Though captains curse him and sailors hate;
For he ain't like some of the swabs I've seen,
As would go and lie to a poor marine.

—*Army and Navy Gazette.*

PEN-PORTRAIT OF JEAN INGELOW.

A very pleasant picture of Jean Ingelow at home is given by a graphic "interviewer" whose sketch appears in a Boston periodical. The mother of the poetess is described as a beautiful old lady, with the sweetest, serenest face the writer ever saw. She has two daughters, both older than the interviewer expected to find them, but both very attractive women. It is Eliza, however, who looks as if she were the poet; she wears curls, has a delicate face, and "that indescribable something which suggests genius." Jean is plain and rather stout; her hair is touched with grey; her manners are shy, yet cordial; and she has a clear, straightforward glance. Her voice is peculiarly musical, and in it the interviewer seemed to hear the breezy rhythm of some of her charming songs. Three times a week she gives what she calls her "copyright dinner." The guests are the sick poor and the discharged convalescents from hospitals who either are unable to work or have not yet found employment. "I find it," she said, "one of the greatest pleasures of writing, that it gives me more money for such purposes than falls to the lot of most women. We suspect, however, that it is her novels rather than her poems that are profitable in this way, and that is probably one of the main reasons why she writes them.—*Literary Notes in Daily Mail.*

QUEER STORIES.

MR. NOWON'S HAT AND BOOTS.

Mr. Nowon was a prudent, middle-aged gentleman, who used to pick his way carefully through the streets when he went out, so that he might jostle nobody; but one rainy morning, being in a hurry to catch the Notting-hill omnibus to the City, he was so unfortunate as to run with his umbrella against a tall, lean man, whom he shoved off the pavement into a puddle. What happened then was destined to remain engraved as the most remarkable episode in Mr. Nowon's until then, uneventful life.

"I beg your pardon," muttered Mr. Nowon, contritely.

"Confound you," answered the tall, lean man, with an infuriated glance at his bespattered nether garments.

"I—I am really very sorry," repeated our prudent friend.

Instead of being satisfied with this quite sufficient apology, the tall, lean man laid hold of Mr. Nowon's collar and cursed him—not a monosyllabic curse, mind you, but a long rolling curse, in a great many sonorous periods, and delivered with a terrifying amount of action. The ill-mannered stranger clenched his fist and shook it under Mr. Nowon's nose. There were several people looking on, and they were amazed. Mr. Nowon became idiotic from surprise, and at last, when the stranger pushed him away, the poor gentleman tottered off with the parting words of the curse ringing in his ears: "I curse you from head to foot," yelled the tall, lean man. "I curse you from your hat to your boots included."

The punishment really exceeded the offence, and Mr. Nowon, as he climbed into the 'bus, got some rough sympathy from the conductor. "I expect that party is drunk, sir," to which Mr. Nowon answered: "I am afraid that he is not quite right in his head. Did you hear him say that he cursed my hat and boots?"

That evening, when he returned to his house at Notting-hill, Mr. Nowon was pensive. He had been pondering all day on the lean man's elaborate curse, and in relating the account of it to his lady-housekeeper, Mrs. Demitt, he confessed that it had made him uncomfortable. It so happened, however, that Mrs. Demitt was just then out of humour with Mr. Nowon. A staid widow of thirty-five, still good-looking, she had till lately cherished hopes that she might become her master's wife; but Mr. Nowon had taken it into his middle-aged head to fall in love with a certain Miss Jenny Koy, a chit of twenty, whose manners were by no means so bashful as to justify her patronymic. Wherefore Mrs. Demitt was displeased, and vouchsafed but little pity when she had heard Mr. Nowon's story.

"I should be sorry to have been cursed like that," she answered coldly, as she presided over the dinner-table. "I have always found something unpleasant result from curses."

"I wish you would not say that, Mrs. Demitt," exclaimed poor Mr. Nowon, piteously. "You know I am rather nervous, and—and——"

"I only said that I should not like to be cursed, Mr. Nowon."

"But you said that you had always found unpleasantness result from curse. . . . Myself, I rather believe in the old saying that curses come home to roost."

"They may do that; but they may cause considerable mischief before roosting time."

"I don't think this is kind of you, Mrs. Demitt," replied Mr. Nowon, dolefully, and he made a poor dinner after that. Luckily, he had been invited to tea at the Koys' house, and there he found all the comfort he wanted. Jenny Koy laughed merrily at the notion of his hat and boots being cursed, but seeing he was anxious, she played him some nice tunes, and assured him that he was too good a man for curses to have any effect upon him. Thus solaced, Mr. Nowon made up his mind to propose to Miss Koy on the next Sunday evening. He put off the ceremony till then, because he always wore his best clothes on Sundays, and looked smarter.

The next day nothing of importance took place, but on the day following a truly strange thing occurred. Mr. Nowon, in putting on his boots, discovered that they were too small for him. Now our friend had two pairs of week-day boots, which he wore turn about. The day on which his boots were cursed was a Monday, and he did not put on that day's boots again till Wednesday. But on Wednesday they pinched him. What is stranger, when he came to put on his hat, he discovered that it had undergone a change like the boots. Instead of sitting easily on his brow, it jolted on the top of his head.

"What is the matter with you?" asked Mrs. Demitt, as she stood in the hall and eyed his blank countenance.

"I—I think my hat and boots are too tight," replied Mr. Nowon, dubiously as he turned his hat over to see if it were really his own.

"Are not those the hat and boots that were cursed?" asked the lady-housekeeper, in her ungenial tone.

"Really, Mrs. Demitt, I am ashamed of you," exclaimed Mr. Nowon, and he marched angrily out of the house. At the door his hat was instantly blown off by the wind, and he was obliged to scamper after it down the road in his tight boots, which made him hobble. You may be sure that he thought Mrs. Demitt a very foolish woman for her allusion to the curse, but it was none the less a fact that his boots hurt him woefully all day, and that his thoughts roamed away continually from his City business. He at length made up his mind that his hat and boots must have been affected by the damp of Monday's rain.

But on the next day, Thursday, poor Mr. Nowon's hat had shrunk to the size of a schoolboy's, and as for his boots, Mrs. Demitt, coming into the dining-room with Monday's pair on a tray, called his attention to the further shrinking they had undergone in the night. Even Jenny Koy could not have inserted her little foot into them now. Mr. Nowon stood dumbfounded. He had to put on an old hat to go into the City, and on his way bought a new one; but he ate no luncheon that day, and was a melancholy man. His theory about the damp would no longer hold water. There could be little doubt that the curse had begun to operate on his hat and boots, and if this were so, it must be evident that the other part of the malediction which concerned himself personally would be fulfilled in time. On his return home, Mr. Nowon walked with a lagging step, and ordered that his shrinking hat and boots might be locked up in a cupboard, and be put away out of his sight. He scarcely spoke a word during dinner, and ate no meat.

The hat and boots were locked up, and a wretched week went by. Mr. Nowon was brooding over typhoid fevers, rheumatism, broken legs, failures of banks, and other dismal possibilities. His nerve and appetite were gone. He dared no longer propose to Miss Koy, lest he should drag this poor innocent girl into sharing his blight; but, remaining always a prudent man, he made a will in which he left her everything he possessed. When, however, seven days had passed without bringing him any accident, Mr. Nowon took heart again slightly, and one morning he ventured to ask Mrs. Demitt to let him look into the cupboard where the hat and boots were. They went to the cupboard together, and there both recoiled with stupefaction. You have seen the little hat and boots they put on dolls—well, Mr. Nowon's hat and boots were no bigger than these. They hardly weighed three ounces between them.

"Well, I never!" exclaimed Mrs. Demitt, in an altered voice, and she suddenly glanced at her master. "Why, I declare you are shrinking too."

"Now, please don't," faltered the poor wretch. But it was a fact. He had eaten so little and fretted so much during the previous week that his cheeks were baggy, and his clothes hung loosely about him. Mrs. Demitt looked touched, and gave him a few kind words of commiseration, upon which Mr. Nowon fairly whimpered. Was he really going to shrink up and become gradually smaller till there was nothing of him left? What would his partners in the City say if one morning he appeared at the office looking no bigger than a child five years old.

Mr. Nowon did not go to the City that day. He stayed at home and moped; and on the day following he did the same. He was shrinking more than ever, and soon fell seriously ill. Mrs. Demitt nursed him, and her manner was kindness itself. The poor patient reproached himself for having been unjust to her before, and derived much comfort from her hopeful talk and her assurances that if he became ever so small she would cling faithfully to him.

"You're a good soul," he murmured, gratefully, "but you have not told anyone of all this, have you?"

"Oh, no, certainly not; for you told me not to do so."

"No, I don't want it to be known. It will be time enough when they order my coffin."

"Coffin! Don't talk like that," said Mrs. Demitt, soothingly. "It may be years before you become quite a pigmy, for you are not lessening at a great rate."

But Mr. Nowon shook his head. He was persuaded that he was decreasing daily by an inch in stature and five ounces in weight, for Mrs. Demitt had twice measured and weighed him (in the kitchen scales), and had been obliged to confess that such was the extent of his falling off. The unhappy man charmed his leisure by mental calculations as to the time it would take to reduce him to nothing. Meanwhile, Mrs. Demitt kept all visitors from his door, suppressed his letters, and had begun to throw out demure hints that she could not with propriety remain much longer under his roof, unless she stayed there with a higher title than that of housekeeper.

In fact, matters were fast tending to bring about a marriage between Mr. Nowon and Mrs. Demitt, and it looked as if this amiable lady's ambition was just on the point of realisation, when one morning (Mrs. D. being out shopping), Mr. Nowon sat by his parlour window in a dressing-gown and cotton night-cap, and saw a tall, lean man walk past his house. He knew him at once. It was *the* tall, lean man who had cursed him. Starting up at once, Mr. Nowon, in fearful agitation, scampered out of the house, and overtaking the stranger, accosted him in a voice of awful supplication, night-cap in hand:—

"Oh, sir, whoever you are, remove your curse from me. I—I really did no mean to push you into the puddle. I shall d—die soon if this goes on."

"Curse? puddle?" echoed the stranger, looking with astonishment at the invalid figure before him; and he broke abruptly into a good-humoured laugh. He did not look a very diabolical man. "I beg your pardon," he said. "I thought you understood I was joking. The truth is I am an actor, and was going to rehearse a part in which that long-winded curse occurs—it's in a farce—so I thought I would just give you the benefit of it; but it was all in fun—pure fun, I assure you."

"Fun! fun, sir!" ejaculated Mr. Nowon, in a broken voice. "Why, my hat and boots have shrunk to the size of dolls', and I myself am shrinking to a shadow at the rate of one inch and five ounces a day."

Mr. Nowon was so overcome that the actor, thinking him crazed (an opinion in which some bystanders joined), led him back, kindly into his house. But there Mr. Nowon retained him, and related the whole of his grievous story, after which he again implored the actor to remove his curse. This the actor did, heaping, with perfect gravity, a great many blessings on Mr. Nowon's head; but when he had discharged this duty, he said:—"If I were you, Mr. Nowon, I would search your housekeeper's room. It seems to me that she has been playing with you. . . ."

"What, Mrs. Demitt? impossible!" exclaimed the patient. But the amused look on the actor's face had an effect on him, and suspicions, once kindled in his brain, soon made a blaze there. "Come with me, sir," he faltered. "Oh, that woman. . . . Is it possible?" and they both ascended to Mrs. Demitt's room—that lady being still out.

In Mrs. Demitt's room, which Mr. Nowon did not enter without trepidation, they found a bunch of keys, and one of the keys opened a large trunk. This was unlocked, and inside it were Mr. Nowon's accursed hat and boots, along with four other smaller hats and four other smaller pairs of boots. Mr. Nowon stood like one transfixed.

"I thought so," said the actor; but he laughed, for he thought the whole affair a capital joke; and he pointed out how cunning Mrs. Demitt had been. She had not only bought these smaller hats and boots to frighten Mr. Nowon; but she had purchased them of his own makers, and had greased the linings of the hats, and dirtied the soles of the boots, to make them look like her employer's own. "A master woman that, sir," declared the actor, admiringly.

"Oh, good gracious, I was going to marry her," ejaculated Mr. Nowon, with rolling eyes, like one who has escaped falling down a deep pit.

"H'm, you might have done worse," said the tall, lean man; "sharp women are not too plentiful."

But this was not the opinion of the outraged Mr. Nowon, who was with difficulty restrained from calling in the police. Presently, when Mrs. Demitt returned, she found all the hats and boots arrayed on the parlour table, and uttered a squall at seeing herself found out.

"Madame, we part this very day," cried Mr. Nowon, with great dignity; but thus driven to bay, Mrs. Demitt burst into a forced laugh and brazened it out.

"Well, I have had a good joke at your expense, you silly old man, you," she said, impudently, "and I wish Miss Jenny joy if she marries such an old goose."

In this little speech the words that most irritated Mr. Nowon were "old man" and "old goose;" but everyone will be glad to hear that he was soon consoled by finding that Miss Koy did not think him too old to make a good husband. A brilliant wedding took place, and the tall, lean actor was invited to the breakfast. There he took the opportunity of once more unsaying his curse, and blessed the bride and bridegroom from head to foot, "hats and boots included."—*Truth.*

A NEW COMPARISON OF POISONS.

Comparative experiments with different poisons have often been made by injecting a given quantity of each into the veins of animals, and noting the effects. M. Richet has recently tried another method (which offers some advantages)—viz., poisoning the medium in which the animal breathes. If a fish be put in a poisonous solution it dies sooner or later according to the concentration of the poison. M. Richet adopts as the "limit of toxicity," the maximum quantity of poison (referred to one litre of water) allowing a fish to live more than 48 hours. This limit he has determined for various metals, always using the same acid radical, viz., chlorides. The limit of toxicity was calculated, not per weight of chloride, but per weight of combined metal. The figures show that there is no precise relation between the atomic weight of a substance and its poisonous power. Copper is 600 times as poisonous as strontium, though its atomic weight is less. Lithium, with an atomic weight only the twentieth of that of barium, is three times as poisonous, &c. Even with metals of the same family, no relation between the two things was discoverable. Cadmium (112) is only about half as poisonous as zinc (65); lithium (17) is 70 times as poisonous as sodium (23), &c. Nor could any relation be made out between the chemical function of a body and its toxical power. Thus, potassium and sodium, the chemical properties of which are so similar, have very unequal toxicity; one gramme of potassium is nearly 250 times as poisonous as one gramme of sodium. M. Richet means to prosecute the subject further.

A PLAGUE OF SQUIRRELS.

North America seems to be incessantly with living plagues. It is matter of common knowledge that the crops of the Western farmers are frequently destroyed by swarms of the Rocky Mountain locust. A few months ago we had occasion to speak of a plague of frogs which sorely annoyed the inhabitants of Winnipeg; and now we hear of a plague of squirrels. Ordinarily the squirrel is an inoffensive little animal, whether he be of the wood or of the prairie. His impudence as an individual is remarkable. It is, however, more amusing than disagreeable. But the inhabitants of Arkansas know to their cost that, when united in swarms, squirrels become destructive enemies. Early last July it was noticed by sportsmen in the interior of the State that the squirrels were unusually numerous in the woods. Their bushy tails and quick bright eyes were to be seen on almost every branch, and warnings were uttered of their probable early depredation. For a time these warnings were disregarded. Autumn came on—the time of maturing cotton and ripening Indian corn. Then the squirrels justified the warnings which had been issued against them. Leaving in myriads their haunts in the woods, they attacked the cotton and cornfields. Tearing open the balls of the cotton plants, they ate all the seeds and scattered the cotton on the ground. In the cornfields they devoured the kernel to every ear until nothing but the cob remained. So serious were their ravages that the Arkansas farmers and planters became more than frightened by them. Happily, however, as a local account of their doings naively remarks, they began to migrate to Mississippi and Tennessee, and the boys had "a good time" in capturing hundreds of them as they sought to cross the Mississippi river. Whether they wrought as much destruction on the eastern side of the stream as they did in Arkansas does not appear, but, for obvious reasons, the inhabitants of Missisipi and Tennessee are not likely to share the delight with which the people of Arkansas hailed their departure.—*Globe.*

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 17TH JAN., 1882.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$118.00 to 124.00
Cotton Yarn, Bombay	$79.50 to 82.00
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.00 to 2.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$3.60 to 3.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.07 to 2.90
GreyT-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
GreyT-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
GreyT-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.80 to 1.85
GreyT-Cloths, 24yds 36in 8lbs. QL p. pc.	$2.10 to 2.15
GreyT-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.64
Handkerchiefs, Light Red, per dozen	$0.66 to 0.67
Turkey Red Shirtings, 3 lbs., per piece	$1.75 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.10
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 800 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.90 to 3.97
Blankets, 9 lbs., per pair	$4.20 to 4.25
Blankets, 10 lbs., per pair	$4.65 to 4.70
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$15.00 to 16.00
Camlets, AAA, per piece	$15.00 to 15.50
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$7.65 to 7.70
Long Ells, MM Assorted, per piece	$7.65 to 7.70
Long Ells, HH Scarlet, per piece	$7.75 to 7.80
Long Ells, HH Assorted, per piece	$7.65 to 7.70
Long Ells, H Scarlet, per piece	$7.75 to 7.80
Long Ells, H Assorted, per piece	$7.95 to 7.83
Lastings, DD, per piece	$12.50 to 14.80
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$2.40 to 2.50
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.85
Iron, Wire, per picul	$6.75 to 6.80
Lead, WB, per picul	$5.35 to 5.40
Lead, LB, per picul	$5.30 to 5.35
Lead, Hole Chop, per picul	$5.30 to 5.35
Quicksilver, English, per picul	$57.00 to 58.00
Quicksilver, American, per picul	$58.00 to 58.10
Steel, English, per tub	$3.85 to 3.95
Steel, Swedish, per tub	$4.35 to 4.45
Sheathing Metal, per picul	$21.00 to 25.70
Spelter, per picul	$7.15 to 7.20
Tin, Malacca, per picul	$33.20 to 45.00
Tin, Plates, per box	$5.35 to 5.40

PRODUCE.

Almonds, per picul	$17.50 to 19.00
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.30
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$39.00 to 101.00
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$18.70 to 19.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,050
Cardamons, Superior	$125 to 185
Cardamons, Inferior, per picul	$20.00 to 26.50
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.70 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.60
Cotton, Bombay, per picul	$15.30 to 15.60
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.60 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.10 to 17.50
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 4.4.5 to 4.5.5
Dates, Red, per picul	Tls. 3.1.5 to 3.2.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul.	$200 to 285
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 20.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Tsun, per picul	$36.90 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$33.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Tea Oil, per picul	Tls. 5.0.0 to 5.1.5
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.71 to 1.78
Peas, Yellow, per picul	$1.91 to 1.92
Peas, Green Beans, per picul	$1.67 to 1.88
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per picul	Tls. 1.0.0 to 1.6.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,000 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to [illegible]
Rice, Siam, No. 1, per picul	$1.94 to 1.9[illegible]
Rice, Siam, No. 2, per picul	$1.86 to 1.86
Rice, Siam, milled No. 1, per picul	$1.74 to 1.78
Rice, Siam, milled No. 2, per picul	$1.75 to 1.72
Rice, Saigon, No. 1, per picul	$1.84 to 1.85
Rice, Saigon, Hemp bags	$1.75 to 1.77
Rice, Saigon, Straw bags	$1.68 to 1.7[illegible]
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$2.75 to 2.85
Seaweed, Cut, per picul	$3.05 to 3.15
Sesamum, White, per picul	$3.85 to 3.95
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$35.00 to [illegible]
Shellfish, Japan, per picul	$27.00 to 39.0[illegible]
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.75 to 4.95
Pepper, White, per picul	$19.40 to 19.70
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.30 to 5.5[illegible]
Rattans, Banger, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.80 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.00 to 7.10
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.15 to 6.35
Sugar, Shek-lung, Brown, per picul	$4.05 to 4.19
Sugar Candy, Shek-lung, per picul	$9.20 to 9.35
Sugar Candy, Foochow, per picul	$9.75 to 9.80
Sugar Candy, Swatow, White, per picul.	$6.75 to 7.85
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.13
Wood Oil, per picul	Tls. 6.2.0 to 6.2.5
Window Glass, per box	$3.55 to 3.65

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Asia	Dec. 26	Djorup	Dan. str	880	Siemssen & Co	
China	Jan. 14	Schoer	Ger. str	648	Kwok Acheong & Sons	
Cassandra	Dec. 29	F. Abrens	Ger. str	1007	Siemssen & Co	
Cebu	Nov. 29	Edgar	Amr. str	373	Captain	
Conquest	Sept. 28	Hamlin	Brit. str	315	Shun Hang Hong	Hoihow
Consolation	Dec. 15	Young	Brit. str	764	Yuen Fat Hong	Bangkok
Feronia	Dec. 21	F. Nagel	Ger. str	1415	Siemssen & Co	
Greyhound	[illegible] 16	D. Scott	Brit. str	226	Adamson, Bell & Co.	
Hongkong	[illegible] 28	Kennett	Brit. str	67	Kwok Acheong & Sons	
Ichang	—	J. Ogston	Brit. str	700	Butterfield & Swire	
Jolcano	Dec. 19	J. Marquez	Span. str	654	R. Mourente	
Kiang Ping			Chi. str		C. M. S. N. Co	
Kiung-chow	Oct. 10	Goggin	Brit. str	159	Chinese	
Kiu-Kiang	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	Canton
Lorne	Jan. 14	McKechnie	Brit. str	1031	Bun Hin Chan	
Ly Tay	July 7	L. T. Tuck	Aus. str	1146	Mitsu Bishi & Co	
Nordon	Jan. 9	Rasmussen	Dan. str	778	Siemssen & Co	
Namoa	Jan. 14	Westoby	Brit. str	862	D. Lapraik & Co	
Pernambuco	Jan. 8	Hyde	Brit. str	643	Melchers & Co	
Powan	—	A. G. Carey	Brit. str	—	H.C. & M. Steamboat Co	Canton
Suez	Jan. 4	W. M. Dodd	Brit. str	1390	Jardine, Matheson & Co	
Sun Tip	July 7	Y. Man Foo	Ann. str		Captain	
Solway	Jan. 1	Jorvis	Brit. str	510	Chinese	
Takasago Maru	Jan. 16	C. Young	Jap. str	1230	Mitsu Bishi & Co	
Thales	Jan. 17	T. G. Pocock	Brit. str	830	Douglas Lapraik & Co	
Tanais	Jan. 13	Drujon	Fren. str	1900	Messageries Maritimes	
Vladivostock	Dec. 23	Vozonoff	Rus. str	678	Captain	
Volmer	Dec. 30	Heinzelmann	Dan. str	1527	Siemssen & Co	
Vorwaerts	Jan. 11	H. Evers	Ger. str	611	Wieler & Co	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Yangtsze	Sept. 26	Schultze	Brit. str	782	Siemssen & Co	
Yot-sai	—	McDougall	Brit. str	250	Kwok Acheong & Sons	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Altai	Jan. 14	C. Niska	Rus. str	1021	Order	
Adolph	Jan. 14	Nohr	Ger. bk	868	Arnhold, Karberg & Co	
B. Morse	Nov. 17	Norton	Amr. sh	1307	Captain	
Blue Jacket	Nov. 21	Percival	Amr. sh	1396	Russell & Co	
C. Wattana	Jan. 2	Ulrich	Siam. sh	656	Chinese	
Carl Gerhard	Dec. 27	P. Suhr	Ger. bk	331	Ed. Schellhass & Co	
C. Redman	Dec. 27	Elliot	Amr. bk	598	Order	
Coloma	Jan. 1	C. M. Noyes	Amr. bk	853	Captain	
Delphin	Jan. 12	Lilienthal	Ger. sch	238	Melchers & Co	
Esmeralda	Nov. 7	Brock	Ger. bk	788	Carlowitz & Co	
Esperance	Dec. 24	Normant	Fren. bk	872	Carlowitz & Co	
Ferdinand	Jan. 7	Westergaard	Ger. bk	416	D. Lapraik & Co	
H. W. Dudley	Jan. 16	W. Dudley	Amr. bk	1128	Order	
Hindostan	Jan. 16	J. Balyea	Brit. sh	1479	Captain	
Helen Bosse	Jan. 8	A. Noyes	Amr. bk	842	Rozario & Co.	
Harmonia	Jan. 1	B. Reissken	Ger. sh	1454	Captain	
Irazu	Dec. 13	Pearce	Brit. bk	327	Captain	
J. H. Bowers	Dec. 2	Harkness	Amr. bk	704	Chinese	
Lota	Nov. 24	Dudfield	Brit. bk	472	Chinese	
Laurel	Jan. 4	Grassam	Brit. bk	639	Order	
Marie	Jan. 9	F. Schildt	Ger. sh	1218	Order	
Morning Star	Dec. 27	Michaelsen	Siam bk	570	Chinese	
Melpomene	Jan. 11	Thiemig	Ger. sh	1029	Captain	
Nestor	Jan. 11	J. Warrer	Ger. sh	1367	Order	
Nicolas Thayer	Nov. 25	Craley	Amr. bk	595	Russell & Co	
Pearl	Jan. 14	R. Howes	Amr. bk	570	Arnhold, Karberg & Co	
Panay	Dec. 8		Amr. sh	1190	Adamson, Bell & Co	
Rajah	Jan. 13	F. Albrecht	Ger. sh	1254	Order	
Raven	Jan. 4	Veal	Brit. bk	343	Ed. Schellhass & Co	
Red Cross	Nov. 19	Howland	Amr. sh	1301	Russell & Co	
Ringleader	Dec. 2	Bray	Amr. sh	1183	Captain	
San Francisco	Dec. 29	Oltmanns	Ger. sch	251	Siemssen & Co	
Schwan	Nov. 24	Schreder	Ger. bg	275	Siemssen & Co	
Spartan	Nov. 15	Vincent	Amr. sch	85	W. H. Ray	
S. of the Age	Nov. 17	Williams	Brit. bk	347	Chinese	
Syren	Oct. 5	Brown	Amr. sh	875	D. Lapraik & Co	
Tillie Bake	Jan. 17	Boynton	Amr. bk	710	Arnhold, Karberg & Co	
Twilight	Sept. 27	Warland	Amr. sh	1303	Russell & Co	
Wilhelm	Dec. 23	Wilmsen	Ger. sh	1350	Siemssen & Co	
W. J. Rotch	Jan. 9	G. L. Bray	Amr. sh	1717	Russell & Co	
Wadefield	Jan. 12	Cornwell	Amr. bk	887	Captain	

WHAMPOA.

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Charité	Nov. 29	Lervy	Fren. bk	255	Carlowitz & Co	
Elise	Jan. 13	Bruhn	Ger. bk	513	Wieler & Co	

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Chintung	Jan. 15	Winsor	Chi. str	835	C. M. S. N. Co	
Chinkiang	Jan. 16	S. M. Orr	Brit. str	799	Siemssen & Co	
Foochow	Jan. 13	Clogg	Brit. str	709	Butterfield & Swire	
Kamtchatka	Jan. 16	P. Hussey	Brit. str	703	C. M. S. N. Co	
Peking	Jan. 16	Drewes	Brit. str	954	Siemssen & Co	
Swatow	Jan. 13	Hutchison	Brit. str	703	Butterfield & Swire	

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Spark	—	Cadwalladar			H.C. & M. Steamboat Co	Canton

AMOY.

IN PORT ON 5TH JANUARY, 1882.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amoy	—	Schade	Ger. sch	314	H. A. Petersen & Co	
Anna Dorothea	Dec. 14	Jensen	Ger. bk	313	Pasedag & Co	
Carl Wilhelm	Nov. 17	Sutherland	Brit. bk	300	Boyd & Co	
Chloris	Nov. 22	Matzen	Ger. bk	334	H. A. Petersen & Co	
Else	Dec. 4	Holm	Ger. bg	271	H. A. Petersen & Co	
Emily	Nov. 22	Crighton	Brit. bg	295	H. A. Petersen & Co	
Helena	Jan. 4	Thomsen	Ger. bk	203	H. A. Petersen & Co	
Hermann	Sept. 29	Lembke	Ger. bg	210	Pasedag & Co	
Ino	—	Bohsen	Ger. bk	340	H. A. Petersen & Co	
Juno	Dec. 12	Nielsen	Ger. bk	265	Pasedag & Co	
Kvik	Nov. 24	Larsen	Nor. bk	416	H. A. Petersen & Co	
Oscar Vidal	Dec. 28	Kecher	Brit. bk	299	Order	
Oswald	Dec. 3	Brinckmeier	Ger. bk	448	H. A. Petersen & Co	
Pallas	Dec. 25	M. Luders	Ger. bk	493	Pasedag & Co	
Rachel	Jan. 3	R. Affleck	Brit. bk	282	Boyd & Co.	
Wagrien	Dec. 27	Debbern	Ger. sch	176	H. A. Petersen & Co	

FOOCHOW.

IN PORT ON 22ND DECEMBER, 1881.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Bute	Nov. 7	Watt	Brit. sch	313	R. Lewe	
Lee-yih	Dec. 7	Hankinson	Brit. bk	219	Kaw Hong Take & Co	
Willie	Dec. 2	Badenoch	Brit. sch	274	Kaw Hong Take & Co	

SHANGHAI.

IN PORT ON 2ND JANUARY, 1882.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Alex. Newton	Nov. 5	Newton	Brit. bk	308	Morris & Co	
Bute	Jan. 7	Watt	Brit. sch	313	Order	
Brenda	Jan. 5	Swenson	Brit. bk	291	Mackenzie & Co	
Chintah	Dec. 27	Schulze	Brit. bk	472	J. W. Muller & Co	
C. of Bute	Dec. 10	Thompson	Brit. sh	793	Primrose & Co	
Dora	Dec. 30	Herboth	Ger. sh	1160	W. Hewitt & Co	
Ericsson	Oct. 28	Plummer	Amr. sh	1646	Chapman, King & Co	
Hedvig	Dec. 15	Andro	Brit. bk	375	Nils Moller	
Hieronymus	Dec. 27	Ipland	Ger. bk	425	Wm. Meyerink & Co	
John Trahey	Jan. 2	Ryan	Brit. bk	1147	C. & J. Trading Co	
J. Woodburn	Jan. 6	Dasborough	Brit. bg	299	Captain	
J. Woodburn	Dec. 3	Dasborough	Brit. bk	299	Captain	
Lucile	Dec. 4	Koch	Brit. sch	91	John Wilson	
Martha	Nov. 20	McPherson	Brit. bk	852	Morris & Co.	
M. Brockelman	Dec. 7	Kluth	Ger. bk	498	F. A. Burchardi	
Perle	Oct. 20	Klyhn	Ger. bk	405	Carlowitz & Co	
Willie	Jan. 6	Badenoch	Brit. sch	274	Morris & Co	

NAGASAKI.

IN PORT ON 24TH DECEMBER, 1881.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
J. Woodburn	Dec. 19	Dasborough	Brit. bg	299	Chinese	
Brenda	Dec. 21	Swansen	Brit. bg	291	Holme, Ringer & Co	

YOKOHAMA.

IN PORT ON 17TH DECEMBER, 1881.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Ada Melmore	—	Sewell	Brit. bk	569	A. Reimers & Co	
Adele	—	Gouldes	Rus. sch	42	F. Retz	
Alexander	—	Carlson	Amr. sch	72	Captain	
Alice	—	Soule	Fren. bk	450	A. Reimers & Co	
A. Cashman	—	Tibbey	Amr. sch	51	Captain	
Diana	—	Peterson	Amr. sch	64	Captain	
Helene	—	Brockwaldt	Ger. bk	480	Captain	
Helene	—	Ewalt	Amr. sch	60	Captain	
Haze	—	Evans	Amr. bk	862	Walsh, Hall & Co	
M. C. Bohm	—	Baade	Ger. sch	80	P. Bohm	
North Star	—	Ridderbjelke	Rus. sch	31	Captain	
Ohude	—	Wilson	Amr. sch	72	Captain	
Otome	Sept. 30	Snow	Amr. sch	52	Captain	
Otsego	—	Pearce	Amr. sch	31	Captain	
Otter	—	Littlejohn	Amr. sch	70	Captain	
Peiho	Dec. 18	Lamcken	Ger. bk	433	P. Bohm	
Wandering J.	—	Talpey	Amr. sh	1737	P. M. Co	
W. J. Rotch	—	W. J. Rotch	Amr. sh	1737	C. & J. Trading Co	

MANILA.

IN PORT ON 31ST DECEMBER, 1881.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Arab	Dec. 11		Ger. bk	549	Captain	
Alma	Nov. 11		Ger. bk	937	Captain	
Clifton	Nov. 9		Brit. bk	252	Captain	
Helicon	Nov. 17		Amr. sh	1199	Captain	
Iquiqui	Dec. 24		Ger. bk	925	Captain	
Lothair	Dec. 5		Brit. sh	1106	Captain	
Laurens	Nov. 27		Amr. sh	808	Captain	
Maria Anna	Dec. 2		Ger. sh	1266	Captain	
Marseille	Nov. 6		Fren. bk	686	Captain	
Meta	Aug. 2		Ger. sh	1332	Captain	
Minerva	Nov. 3		Span. bk	637	Captain	
Peabody	Dec. 5		Fren. bk	467	Captain	
Paul Jones	Aug. 24		Amr. sh	1358	Captain	
Resaint	Dec. 24		Fr. sch	—	Captain	
Remus	Oct. 20		Brit. bk	737	Captain	
Samac	Dec. 12		Amr. sh	1110	Captain	
Wrecker	Sept 7		Amr. sch	55	Captain	
Weser	Dec. 22		Ger. bk	916	Captain	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	120	Com. Errington	Hongkong
Carysfort	screw corvette	14	—	Capt. H. F. Stephenson	Hongkong
Comus	corvette	14	230	Captain J. W. East	Singapore
Curacoa	corvette	14	230	Captain S. Long	Shanghai
Daring	composite sloop	4	120	Com. F. J. J. Elliott	En route Hoihow
Encounter	steam corvette	14	350	Captain G. Robinson	Kobe
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Flying Fish	sloop	4	120	Lieut.-Com. Hoskyn	Kobe
Fly	double-screw gun-vessel	4	120	Com. A. F. St. Clair	En route H'kong
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Shanghai
Inconstant	iron screw frigate	16	—	Captain Fitzgerald	En route N'saki
Iron Duke	double-screw iron frigate	14	800	Captain R. E. Tracey	Hongkong
Kestrel	double-screw gun-vessel	4	100	Com. W. M. Lang	Japan
Lily	screw gun-vessel	3	95	Act.-Com. W. M. Carey	Singapore
Magpie	surveying vessel	3	160	Lieut-Com. A. Carpenter	Hoihow
Midge	double-screw gun-vessel	4	120	In reserve	Hongkong
Moorhen	gunboat	4	387	Lieut.-Com. J. H. Corfe	Hongkong
Mosquito	gunboat	4	60	Lieut. Hon. Sandilands	Singapore
Pegasus	sloop	6	900	Com. E. F. Day	Hongkong
Sheldrake	gunboat	4	367	Lieut. Com. M. Bridger	Hongkong
Swift	double-screw gun-vessel	5	150	Commander Collins	Chefoo
Tourmaline	composite screw corvette	12	—	Capt. E. P. Dennistoun	Hongkong
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	250	Lieut.-Com. C. Lindsay	Hongkong
Wivern	turret-ship	4	350	In reserve	Hongkong
Zephyr	gunboat	4	60	Lieut.-Com. Pollard	Yokohama

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	80	Captain Schanz	Nagasaki
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	600	Commander L. Kempff	En route S'gon
Africa	Russian cruiser	8	—	Captain Alexeyeff	Vladivostock
Ashuelot	American corvette	6	700	Commander H. E. Mullan	Tientsin
Asia	Russian cruiser	11	—	Captain Amossoff	Yokohama
Champlain	French corvette	10	450	Captain Michand	Yokohama
Ermak	Russian transport	—	—	Captain Koltchau	Japan
Garibaldi	Italian corvette	8	—	Captain C. Morim	Yokohama
Gornostai	Russian gunboat	7	80	Commander Stark	Nagasaki
Hertha	German corvette	19	—	Captain Von Kall	Foochow
Iltis	German gunboat	8	420	Commander Klausa	Foochow
Kersaint	French corvette	—	—	Commander Ronquette	Swatow
Lee Tak	Annamese gunboat	—	—	Commander Y. W. Tong	Hongkong
Legaspi	Spanish transport	—	—	Don Mariano Torres	Hongkong
Lutin	French gunboat	4	—	Commander Rouvier	Shanghai
M. del Duero	Spanish despat.-ves.	—	—	Captain E. D. Mores	En route M'la
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Yokohama
Morge	Russian gunboat	7	80	Commander Tatarinoff	Tientsin
Moscow	Russian transport	6	—	Captain Tchirikoff	Vladivostock
Nerpa	Russian gunboat	7	30	Commander Valroudt	Japan
Palos	American gunboat	6	200	Lieut.-Commander Green	Hongkong
Plastoun	Russian corvette	8	—	Captain Poliansky	Vladivostock
Prince Pojarsky	Russian frigate	12	650	Captain Schanz	Enroute S'pore
Sobol	Russian gunboat	7	80	Commander Boyle	Shanghai
St. Petersburg	Russian transport	6	—	Captain Sidenener	Vladivostock
Stosch	German corvette	19	—	Captain von Blanc	Hongkong
Strelok	Russian corvette	9	700	Commander Dolivron	Yokohama
Swatara	American corvette	8	1100	Com. A. P. Cooke	Yokohama
Tamega	Portuguese gunboat	—	—	Com. de Reis Carvalho	Hongkong
Thémis	French corvette	18	175	Captain Alguier	Hongkong
Tongous	Russian gunboat	—	—	Commander Heck	Nagasaki
Vestnik	Russian cruiser	—	—	Captain Shestakoff	Vladivostock
Vostock	Russian gunboat	4	—	Commander Molchousky	Japan
Wolf	German gunboat	4	340	Commander Strauch	Hongkong

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	250	75	—	Hongkong
Cheo-hing	Revenue cruiser	3	30	20	—	—
Chien-to	Viceroy's gunboat	7	250	75	J. Stewart	On a cruise
Chien-jui	Revenue cruiser	3	80	17	—	Ma Lou Chow
Cheung-wan	—	—	—	—	—	West Coast
Ching-on	Revenue cruiser	2	30	20	Chung-wing-fai	Canton River
Ching-tsing	Viceroy's gunboat	4	180	60	F. Bessard	On a cruise
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Canton
Peng-chu-hai	Revenue cruiser	4	562	125	Chaw Shoi	Fo Ton Mon
Tching-ou	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts
Tchan-tung	Revenue cruiser	2	150	40	Chun-ti-hu	West Coast
Quang-ou	Viceroy's gunboat	4	120	40	Lie-ping-tie	Bogue Forts
San Hang	Viceroy's gunboat	—	—	—	Yung Yung Liu	Hongkong
Shen-shi	Revenue cruiser	5	200	50	—	Hongkong
Sui-tsing	Viceroy's gunboat	4	180	60	J. Calder	Hai-ling-shan
Li-she	Revenue cruiser	3	80	20	—	Ma Lou Chow
Tsing-po	Viceroy's gunboat	6	180	60	—	West Coast

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